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PROMOTING TOURISM THROUGH INTERPRETIVE SERVICES FOR THE LOGAN CANYON SCENIC BYWAY

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ABSTRACT

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Title: "Promoting Tourism Through Interpretive Services for the Logan Canyon Scenic Byway"

Abstract: The overall objective of this paper is to describe the methods that were used to develop an interpretive guide for the Logan Canyon ncenic Byway. Included are statements of purpose and need, a literature review, a statement of methodology, the interpretive guide, a summary statement, and a list of recommendations. The interpretive guide includes an introduction and sections on interpretive vision, project goals and objectives, an interpretive resources inventory, the major theme development, visitor analysis, major site and program development, and implementation and operations. It concludes with a section on monitoring and evaluation. Included are detailed descriptions of 19 interpretive sites and an array of interpretive goods and services.

Keywords: Scenic Byway, Interpretive Plan, Interpretive Services, Tourism

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EXECUTIVE SUMMARY

Title: "Promoting Tourism Through Interpretive Services for the Logan Canyon Scenic Byway"

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Summary: Logan Canyon has been described as one of the most beautiful canyons in northern Utah. It has been renowned for its scenic beauty since the days of the early Mormon pioneers. The area was home to the Shoshoni Indians, was described by the mountain men who trapped beaver in the area in the 1820's, and was settled by the Mormon pioneers in the 1850's. It is the route of choice for literally hundreds of thousands of summer and winter recreationists traveling between Salt Lake City and the Jackson Hole and Yellowstone country of northwest Wyoming.

The Logan Canyon highway (US 89) was designated a Scenic Byway by the Chief of the Forest Service in the spring of 1989 and by the State of Utah in the spring of 1988. The 41-mile route runs between the city of Logan on the west and the Utah-Idaho border at Bear Lake on the east. It was one of the first routes designated a Scenic Byway in the National Forest System. The Logan Canyon Scenic Byway has received strong and continuous support from local communities and interest groups in both Cache and Rich Counties since its inception.

Traffic volumes vary seasonally, with approximately 50 percent of the total annual traffic volume of 670,000 vehicles occurring during the months of June, July, and August. Organized motorcoach tours represent the largest untapped tourism market in the area. The Cache-Rich Tourist Council estimates that more than 3,000 motor coach tours pass through the Byway each year on their way to either Salt Lake City or the Yellowstone-Jackson Hole area. Numerous tourism studies conducted in this area have concluded that the most popular recreational pursuits are visiting historical sites and viewing scenery (driving for pleasure). These same studies have also concluded that the most popular attractions in the area are the Wasatch-Cache National Forest, Logan Canyon, and Bear Lake.

The Scenic Byway enhancements and interpretive services proposed in this paper are important to the economic health of Cache and Rich Counties because of the positive effect they will have on tourism and quality of life. Tourism is a vital part of the economy in both counties, and the array of interpretive services and enhancements proposed for the Byway will have a profound effect on tourism in both. Over the next decade Rich County will be looking to tourism as

its primary source of growth. Agriculture and government activity have plateaued, and the potential for tourism growth in the Bear Lake area is very promising. Although Cache County's economy is more diverse, tourism is regarded as an important growth area. The new enhancements proposed in this application will encourage recreationists from the Wasatch Front, who make up the largest component of tourists to the area, to stay longer and use the canyon's amenities more often.

Cache Valley is currently receiving attention from businesses across the country that are interested in expanding or relocating in the area. One of their prime considerations in looking to Cache Valley is the high marks the area gets for the quality of life its residents enjoy. The Scenic Byway will improve the utility of the canyon's recreation resources, encourage further economic development, and improve the retention of existing businesses and their employees.

Over the years the Forest Service, local environmental groups, and the Cache-Rich Tourist Council have developed a number of interpretive sites, brochures, and video tapes that feature different aspects of the Scenic Byway experience. Prior to this paper, however, a master interpretive guide for the Byway was not available, and no attention was paid to an interpretive theme, standardization of signing, or site selection. Currently none of the existing interpretive sites are considered to be finished products. In some cases the interpretive message is incomplete or inaccurate; in other instances the sites are in need of a restroom, improved parking, or designed trail systems. None of the existing sites are accessible to people with disabilities.

Community involvement in forest projects is a tradition on the Logan Ranger District, and a number of partners are on record in support of the development of interpretive sites along the Byway. The Utah Department of Transportation, Cache County, Rich County, the Bear River Association of Governments, the city of Logan, and Garden City have pledged their help in assisting the ranger district to obtain additional partners for donations of volunteer time, resources, equipment, and money. Additionally, the Cache County Council has expressed a willingness to consider funding some of the proposed projects using receipts it generates from its restaurant tax.

ACKNOWLEDGMENTS

I want to acknowledge those folks that without whose help and support the completion of this paper would not have been possible. Clark Ostergaard, Erich Roeber, and Jane O'Keefe for their help and suggestions on graphics and design. John Balph for his expert guidance on editing and formatting the text. Bill Thompson for having the patience he has to see this through. Doug Thompson and the rest of the team for their input and review. And most of all Colin, Erik, and Evelyn for being there.

I. Introduction. Logan Canyon has been described as one of the most beautiful canyons in northern Utah. The 41-mile-long Logan Canyon Highway (US 89) was designated a Scenic Byway by the Governor of Utah in the fall of 1988. The Chief of the Forest Service officially designated it a Scenic Byway in the spring of 1989. It was one of the first routes so designated in the National Forest System. The Logan Canyon Scenic Byway is located primarily on lands administered by the Logan Ranger District, Wasatch-Cache National Forest. It connects the city of Logan on the west to the winter and summer recreation mecca of Bear Lake on the east. The mountains along the Wasatch Front have become Utah's playground, making the Wasatch-Cache one of America's most traveled national forests. A 1992 survey (A & A Research) conducted on the forest showed that 72 percent of the Wasatch Front residents visited the forest at least once in the past year. Of that group 98 percent enjoyed the scenic drives. This study confirms other national studies that show that the single most popular recreational use of people traveling across the national forests is driving for pleasure. The Byway offers the visitors outstanding summer and fall scenery as they traverse a canyon with nearly vertical limestone walls that tower almost a mile above the canyon floor. The area is rich in cultural history, ranging from the Shoshoni Indians who once lived here, to stories about the mountain men who roamed these hills and valleys in the 1830's looking for adventure and trapping beaver along the banks of the Bear River, to the Mormon pioneers who settled Cache Valley in the 1850's. The historic Tony Grove Ranger Station (circa 1907) provides a snapshot into what life was like in the early days of the Forest Service. The main access point to the Mount Naomi Wilderness (and other numerous side adventures) is just off the roadway. The objective of this paper is to describe the method that was used to develop the interpretive guide for the Byway.

A. Purpose and Need.

1. The purpose of this project is twofold:

   a. To gather information on the art of interpretation and the elements that go into interpretive planning.
   b. To prepare an interpretive guide for the Logan Canyon Scenic Byway that will describe interpretive project development along the Byway.

2. The project is needed for several reasons.

   a. The 1986 report of the President's Commission on Americans Outdoors focused attention on the growing use of America's public lands for recreation. In response to this report the Forest Service initiated the National Recreation Strategy, which includes the National Forest Scenic Byway Program. This interpretive guide sets in motion the Chief's direction for showcasing the outstanding scenery, diverse natural resources, and rich cultural history associated with the Byway.

b. Another aspect of the National Recreation Strategy is the establishment of partnerships to provide better customer service and expand recreation opportunities on the national forests. This guide is needed to serve as a source document to market partnership opportunities to local and regional businesses and service organizations.

c. The Intermodal Surface Transportation Efficiency Act of 1990 (ISTEA) is a potent source of funding for the development of interpretive services and other enhancements along Scenic Byways. This guide is needed to assist land managers in generating proposals to compete for the estimated $10-14 million dollars annually available under ISTEA.

B. Relationship to the Forest Plan. The Byway is contained in the Logan Canyon Management Area (Area 13) of the Wasatch-Cache National Forest Land and Resource Management Plan (1986). The Forest Plan does not identify any goals or objectives specific to interpretation. The emphasis for this area, however, is to manage the Logan Canyon highway as a Scenic Byway.

C. Relationship to Other Scenic Byways. The Caribou-Bear Lake Scenic Byway meets the Logan Canyon Scenic Byway at the Utah-Idaho border. It was designated a Scenic Byway in 1991 as a part of the Idaho Scenic Byway package and is approximately 110 miles long. The Caribou-Bear Lake Byway follows US 89 from its terminus at the Utah-Idaho border to Montpelier, Idaho. From there it joins US 30 to Soda Springs where it joins SR 34 and continues north to the Grays Lake National Wildlife Refuge. From Grays Lake the Byway continues on SR 34 and heads east where it crosses the Caribou National Forest and follows Tincup Creek to the point where it intersects US 89 near Freedom, Wyoming.

II. Literature Review. To begin at the beginning, Webster's Third New International Dictionary defines interpretation as "...the act of or result of interpreting as an explanation of what is not immediately plain or explicit or unmistakable." At its most basic level that is exactly what it is--explaining something that is not immediately obvious.

A. Ham (1992) defines environmental interpretation as the art of translating the technical language of natural science or related fields into terms and ideas that people who are not scientists can readily understand. Freeman Tilden (1957), who is generally considered to be the father of contemporary environmental interpretation, defined interpretation as "...an educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media rather than simply to communicate factual information." To be interpretive Tilden felt the communication process should be predicated on the following six basic principles, which are as valid today as they were 35 years ago.

1. Any interpretation that does not somehow relate what is being displayed or described to something within the personality or experience of the visitor will be sterile.

2. Information as such is not interpretation. Interpretation is revelation based upon information. All interpretation includes information, but they are two entirely different things.

3. Interpretation is an art which combines many arts, whether the materials are scientific, historical, or archeological. Any art is in some degree teachable.

4. The chief aim of interpretation is not instruction but provocation.

5. Interpretation should aim to present a whole rather than a part, and must address itself to the whole man rather than to any aspect.

6. Interpretation addressed to children (for instance, up to the age of 12) should not be a dilution of the presentation to adults but should follow a fundamentally different approach. To be at its best, it will require a separate program.

B. Regnier, Gross, and Zimmerman (1992) describe three broad goals of interpretation as they apply to the agency, the visitor, and the site. The goals of interpretation from an agency's point of view should be to enhance the public's image of the agency and to encourage and nurture public participation in management activities. The goal of interpretation as it relates to visitors should be to provide recreation, heighten awareness and understanding of their natural and cultural environment, and inspire and add perspective to their lives. Finally, the goal of interpretation as it relates to a site should lead to responsible use of the site. They go on to identify two characteristics of interpretation: it is based on the site and it offers firsthand experiences with the site. Interpretation should serve the visitor.

C. Central to effective interpretation is the development of the theme. Tilden stated, "The story's the thing." He felt interpretation should have the elements or qualities of a story. The theme is the plot of the story. Presentations that do not have themes often leave the visitor wondering, "So what?" Ham states that when interpretation has a theme it has a message, which he refers to as thematic interpretation. When communication is not thematic it will seem unorganized, difficult to follow, and will be less meaningful to the audience. The theme is the string that holds the necklace of pearls together (Veverka, personal communication). Lewis (1983) summarizes the characteristics of a good theme as:

1. Stated as short, simple, complete sentences.

2. Containing only one idea.

3. Revealing the overall purpose of the presentation.

4. Being specific.

5. Interestingly worded (if possible using active verbs).

D. Assess the audience. Understanding who the visitors are is a key element in interpretive planning. The more that is known about where they are coming from, their ages, how they are traveling, where they are going, and what their expectations are, the more focused the interpretive plan. Cordell (1992) believes that people today have a need for greater place attachment and interest in learning. In a study conducted at the Northeast Trek Wildlife Park, Ham found that visitors preferred (in order of importance) sensory involvement, humor, and new information presented in an understandable format. Wildesen (1991) reported similar findings. She found that visitors basically want to see something (new), learn something (new), and do something (new). Regnier, Gross, and Zimmerman caution that there is no "general" audience to which all interpretation techniques apply. Each audience has unique characteristics and special needs. Audiences that may have special needs include children, older adults, foreign visitors, minorities, the visually impaired, the hearing impaired, those in wheelchairs, and families with young children.

E. An often overlooked facet of interpretive planning is answering the question "So what?" Interpretive evaluation is a way to determine qualities, identify strengths and weaknesses, and answer questions about effectiveness, all with an eye for improvement (USDA-FS, 1992). There are many different approaches to evaluation. Quantitative techniques involve numbers and in some cases statistical analysis of those numbers. Qualitative methods involve verbal descriptions and impressions. In the interpretive master plan developed for the Forestry Discovery Center at the Cradle of Forestry Center two approaches to evaluation are recommended--formative evaluation and postevaluation. The formative evaluation consists primarily of focus-group interviews and observation to provide direction for the planning process. The postevaluation is used to determine whether or not the exhibits and programs have achieved their design and content objectives. While there are many techniques to choose from, the "Handbook for Evaluating Interpretive Services" (USDA-FS, 1992) recommends considering the following principles:

1. Evaluations should not be bothersome to visitors. People come to the national forests to enjoy themselves. The evaluation of their experiences should not have a negative impact on those experiences.

2. No evaluation should be conducted unless it is going to be used. Evaluations cost time and money. If conducted they should be used to improve the interpretive services being offered.

3. Generally, an interpreter should not administer or supervise an evaluation of his or her own program.

III. Methods. The following is the step-by-step process that was used in the development of the interpretive guide for the Logan Canyon Scenic Byway. The process is based in part on information gathered from Jerry Coutant (1991), Dick Ostergaard (1990), John Veverka (1993), and the 2390 section of the Forest Service Manual.

A. The Process

1. The process begins by assembling an interdisciplinary planning committee.

2. With the planning team in place the first task is the development of an overview of the Byway that includes a description of the regional setting, physical setting, and recreation opportunities.

3. Once the introduction is completed, the next step is to determine the interpretive objectives for the Byway. They should reflect a mix of resource characteristics, management desires, and visitor needs and wishes.

4. Once the objectives are determined an initial inventory of all cultural and physical resources is conducted. The initial inventory will then be evaluated against a set of criteria to determine which are significant and most ripe for interpretation.

5. With the objectives determined and the inventory of significant interpretive resources completed, the next step is to bring the visitor into the mix. This provides insight into how best to communicate with different markets and user groups.

6. The next step is to develop a central theme that will become the focal point of the interpretive services provided along the Byway. With the theme in hand, interpretive subjects, site objectives, interpretive program objectives, and recommended media are identified for each significant site.

7. Sections on implementation and operations, monitoring and evaluation, and partnership opportunities comprise the remainder of the interpretive plan.

8. It should be noted that planning is a fluid process and that objectives and media needs can change over time. For this reason a working copy of the interpretive plan should be kept in a three-ring binder so that the site plans can be updated or changed as needed.

B. The Team. A planning committee was assembled to provide input and oversight in all phases of the development of the guide. The committee members were selected on the basis of area of expertise and to ensure that local communities and agencies were represented. The steering committee members are listed as follows:

Phil Johnson, USDA-FS, R-4 interpretive specialist.
Tom Hagen, USDA-FS, R-4 landscape architect (retired).
Clark Ostergaard, Wasatch-Cache National Forest, landscape architect.
Lee Skabelund, Wasatch-Cache National Forest, information specialist.
Carl Johnson, Utah State University, professor emeritus.
A.J. Simmonds, Utah State University, curator of special collections.
John Wood, Utah State University, professor emeritus.
Doug Thompson, director, Cache-Rich Tourist Council.
Lynn Zollinger, Utah Department of Transportation, project engineer.
Chip Sibbernsen, Logan Ranger District, recreation manager.

IV. The Interpretive Guide.

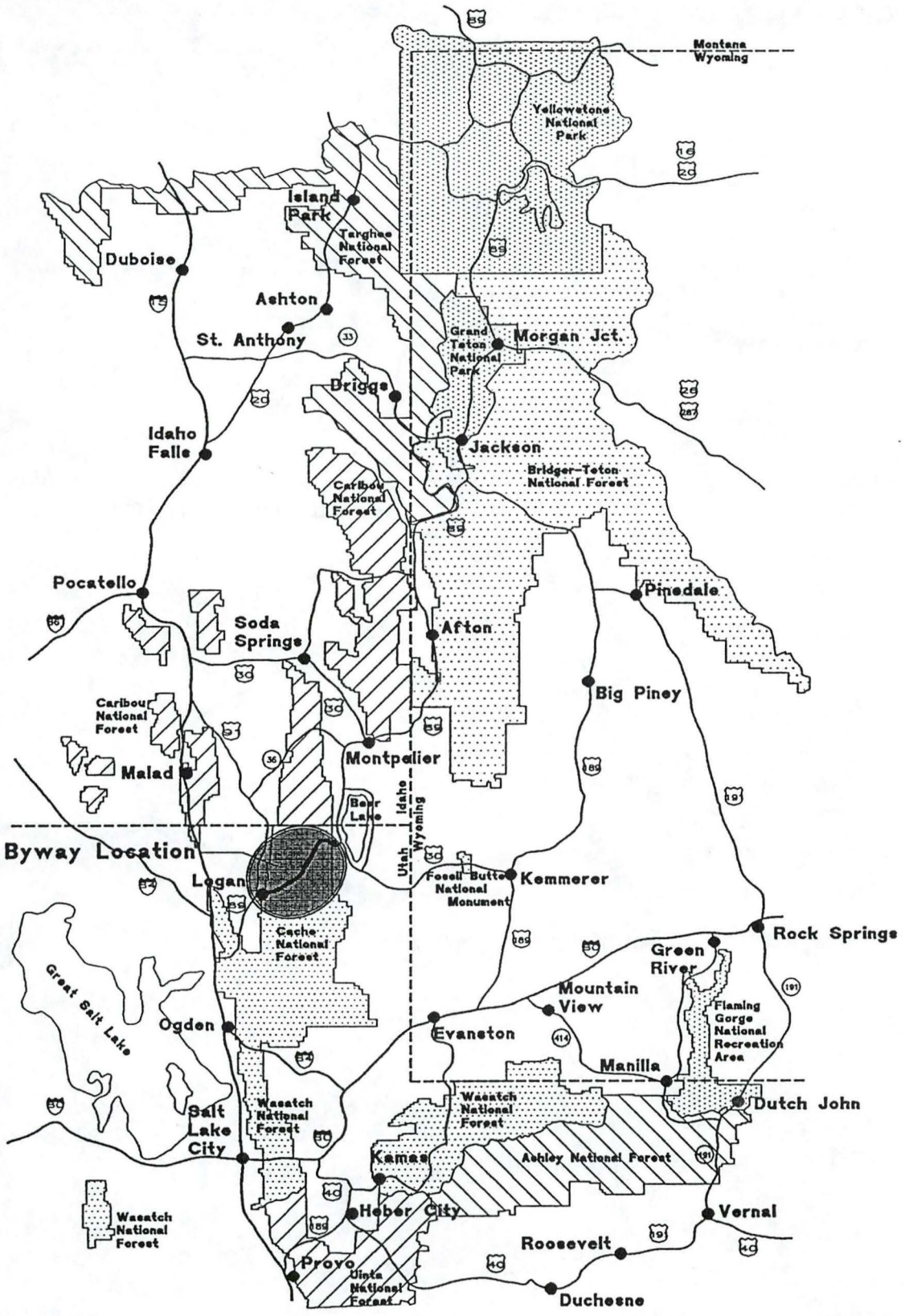
A. Introduction.

1. Historical Background. Logan Canyon has been described as one of the most beautiful canyons in Utah. It has been renowned for its scenic beauty since the days of the early Mormon pioneers. The area was home to the Shoshoni Indians, was first described by the mountain men who trapped beaver in the area in the 1820's, and was settled by the Mormon pioneers in the 1850's. It is the route of choice for literally hundreds of thousands of summer and winter recreationists traveling between Salt Lake City and the Jackson Hole and Yellowstone country of northwest Wyoming (see Regional Map).

2. Scenic Byway Designation. The Logan Canyon highway (US 89) was designated a Scenic Byway by the Chief of the Forest Service in the spring of 1989 and by the State of Utah in April of 1990. It was one of the first routes designated a National Forest Scenic Byway in the System. The partners in this effort to obtain designation represent all sectors. From the Federal came the Forest Service, the Bureau of Land Management, and the Federal Highway Administration. Utah contributed its Department of Transportation, Department of Natural Resources, Association of Governments, Association of Counties, League of Cities and Towns, Farm Bureau, and Travel Council. The Scenic Byway has received strong and continuous support from local communities and interest groups in both Cache and Rich County since its inception.

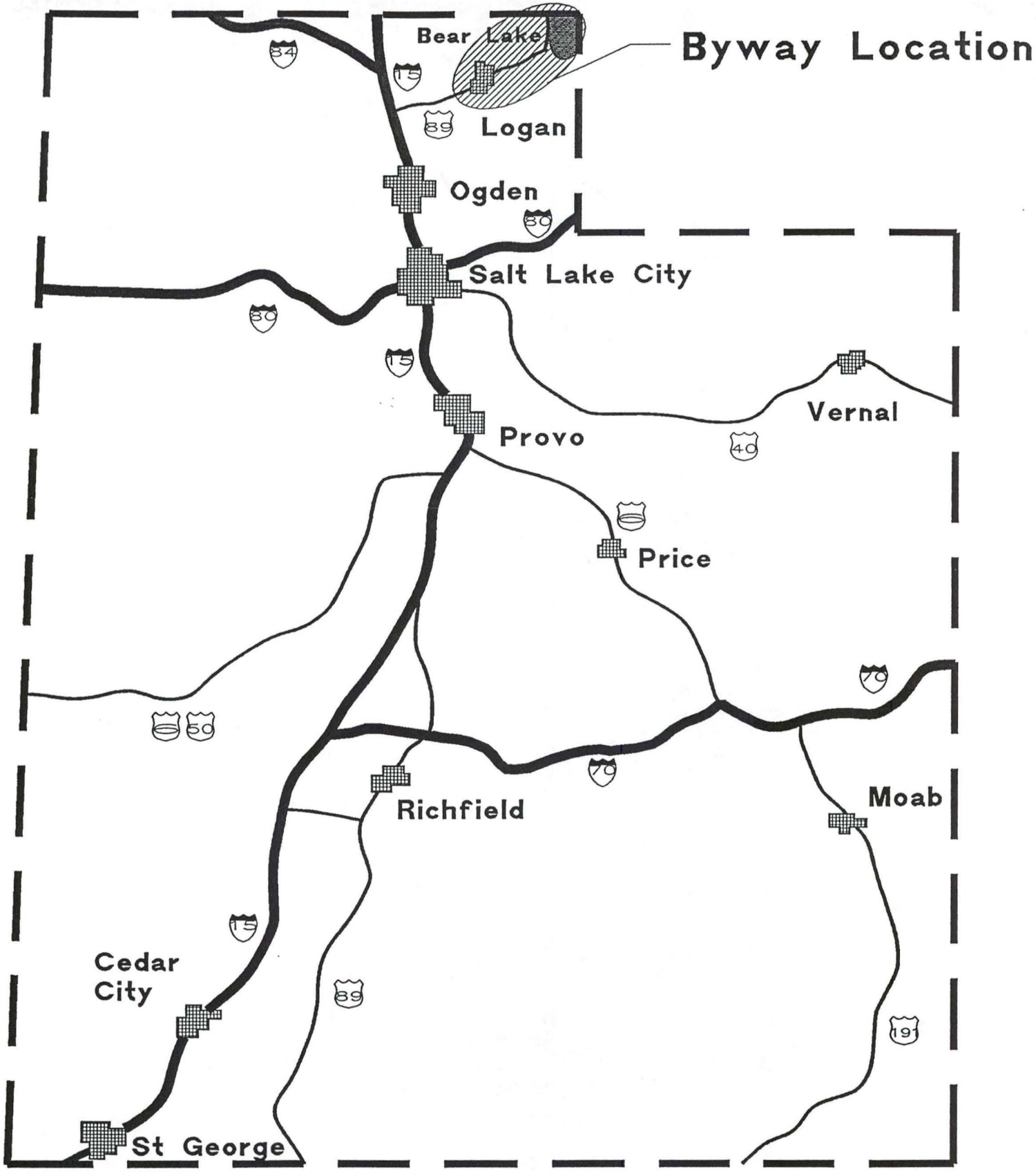
3. Regional setting. The 41-mile Logan Canyon Scenic Byway (US 89) is situated in the northeast corner of the Utah panhandle (see Project Vicinity Map) and runs from the city of Logan to Bear Lake. The Byway is located in Cache and Rich Counties, which have populations of approximately 76,000 and 2,400 respectively.

   a. About 75 percent (29 miles) of the Byway is located in the Wasatch-Cache National Forest (see Map 3). The remainder is spread over a combination of State and private ownerships. The economy of Cache County is diverse, with major employment provided by the manufacturing, trade, government, and university sectors. The Rich County



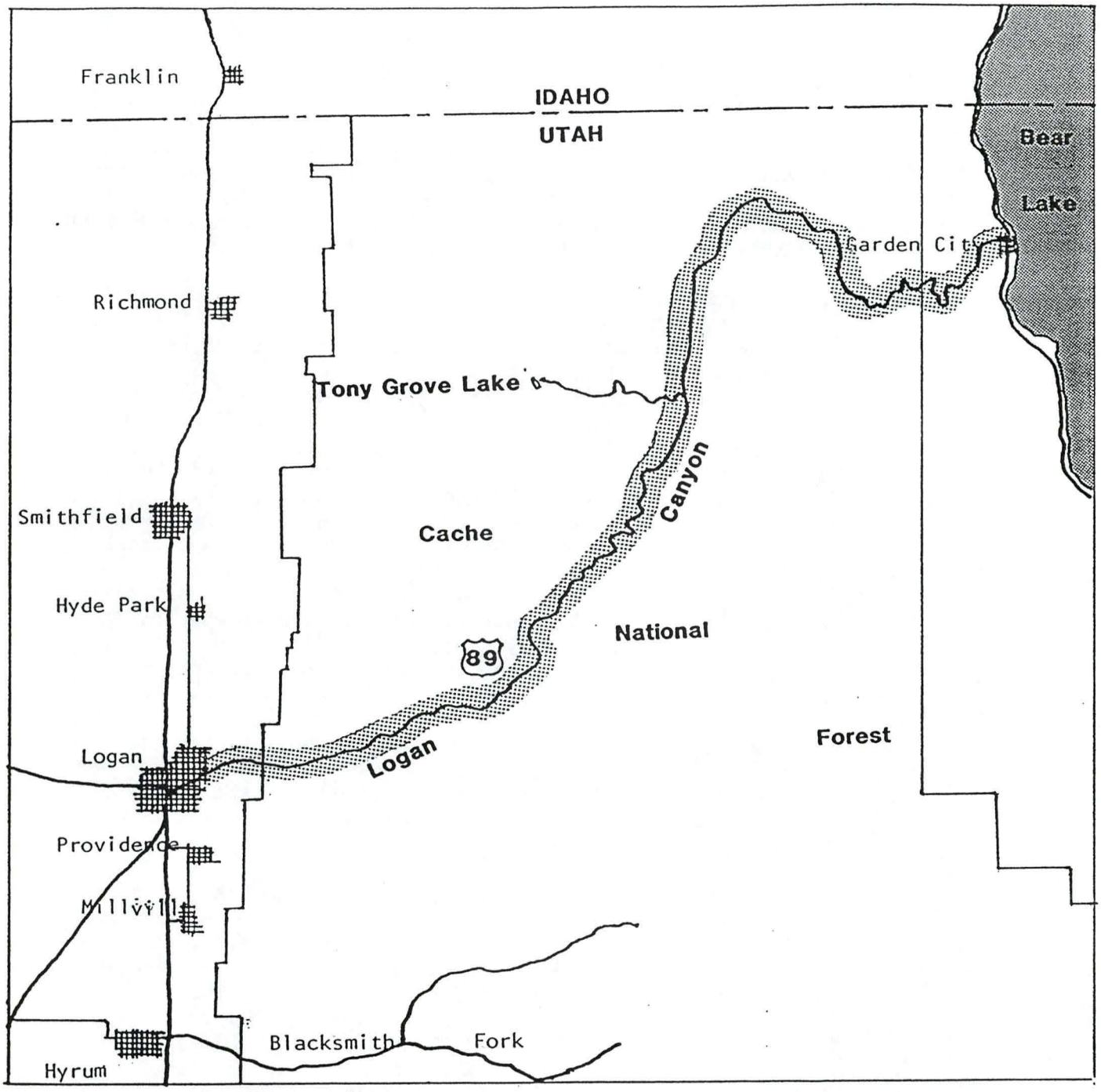
REGIONAL MAP

Map 1



VICINITY MAP

Map 2



LOGAN CANYON SCENIC BYWAY

Map 3

economy is rural and is heavily dependent on agriculture and government.

b. Employment and population are expected to remain stable in Rich County through the year 2000. Cache County, on the other hand, is expected to experience significant growth, with the population projected to nearly double by the year 2010 and employment to increase by 60 percent.

c. Logan is the largest city in the three-county region of northeastern Utah and southeastern Idaho and is the center of economic, cultural, health care, educational, and government activity. On the eastern end of the Scenic Byway, Bear Lake is an increasingly important recreation area for residents within and outside the region.

4. Physical setting. From its mouth on the east edge of the city of Logan, the Logan Canyon Scenic Byway winds over almost 40 miles of virtually undeveloped landscape as it traverses the Bear River Range. The Bear River Mountains, which are sometimes considered to be an extension of the Wasatch Range, are characterized by steep, sometimes nearly vertical limestone walls on the west, rolling plateau country across the top, and moderate open slopes as they descend to Bear Lake on the east. For the purpose of description the Byway can be divided into four sections: lower, middle, upper, and Bear Lake slope.

   a. Lower section. The lower section is about 9 miles long and runs from the mouth of Logan Canyon to the Right Hand Fork road. This section contains a majority of the developed recreation sites in the canyon along with a number of hiking opportunities.

      1) The adventurous at heart can hike the Wind Caves or the Crimson and Spring Hollow trails to perches high above the canyon floor, which offer them spectacular views of the Mount Naomi Wilderness and surrounding area. The self-guided Riverside Nature Trail, which links the Spring Hollow and Guinavah-Malibu Campgrounds, is perfect for families. Side trips to the back country for hiking, mountain bike riding, horseback riding, cross-country skiing, and snowmobiling are easily accessible from the Right Hand Fork road.

      2) Natural features encountered along this section of the Byway include the Logan River and the nearly vertical limestone walls that line the drive. The canyon bottoms are wooded with deciduous hardwoods and brush. The trees and brush include big-tooth maple, aspen, willow, box elder, mountain mahogany, rock mountain maple, cottonwood, birch, alder, and chokecherry. At the higher elevations juniper, Douglas fir, lodgepole pine, Engelmann spruce, and

subalpine fir are common. This unique blend of conifer and hardwood vegetation provides a brilliant mix of fall color that annually attracts many visitors to the area. Spring and summer offer a display of wildflowers that is quite spectacular.

b. Middle section. This section, which runs from the Right Hand Fork road to Ricks Springs, is about 7 miles long. It is steep and narrow, with the roadway closely paralleling the Logan River. The roadway narrows to a width of 26 feet and has a number of narrow, winding turns.

1) The dominant features of this section include the river, the nearly vertical limestone walls that rise almost 3,000 feet above the roadway, lush vegetation along the river, and the mix of conifer and hardwood on the drier south-facing slopes.

2) Developed recreation opportunities are available at the Wood Camp and Lodge Campgrounds. This section also contains the Wood Camp trailhead, which gives nonmotorized access to the popular Jardine Juniper Tree and the Mount Naomi Wilderness. Side trips to the back country are available on the Temple Fork and Bubble Springs roads. Recreation opportunities include hiking, mountain bike riding, horseback riding, snowmobiling, and cross-country skiing. This section also provides access to Logan Cave and Old Ephraims Grave.

c. Upper section. This section runs from Ricks Springs to the Bear Lake summit and is about 15 miles in length. The roadway opens up to a width of about 40 feet in this section and has relatively long, open stretches with beautiful views of the surrounding mountains.

1) The scenery found along the upper section is completely different but no less spectacular than what the visitor has experienced to this point. The landscape typically focuses on the middle and far distance. It is characterized by mountainous terrain and large, expansive groves of aspen, which make a sharp contrast to adjoining stands of Douglas fir, subalpine fir, and lodgepole pine.

2) Recreation opportunities in this section include three developed campgrounds, the Tony Grove Lake area, the historic Tony Grove Ranger Station, the USU summer field station, the Franklin Basin area, the Beaver Mountain Ski Area, and the Sink Hollow cross-country ski area. Side trips to the back country are available on the Franklin Basin, Sinks, and Beaver Creek roads. Outstanding fishing opportunities are found on the Logan River and Beaver Creek.

d. The Bear Lake slope. This section runs from the Bear Lake summit to Garden City and is about 6 miles long. The roadway narrows in this section as it makes its way down nearly 1,700 vertical feet to the shores of Bear Lake. Here the visitor is offered expansive views of the valley and the breathtaking turquoise waters of the lake. The dominant recreation features of this section of the Byway are the Sunrise Campground, the Bear Lake Overlook, and the summer and winter recreation mecca of Bear Lake itself.

5. Recreation opportunities. The Logan Canyon Scenic Byway offers the visitor a diverse blend of developed and dispersed recreation opportunities. The Forest Service administers 12 developed campgrounds, 2 picnic areas, 84 summer homes, and 3 organizational camps. In addition to these facilities the Forest Service, city of Logan, and the Division of Wildlife Resources are in the process of constructing a barrier-free picnic area with boardwalks and fishing piers at the site of the Hydro II Park/Second Dam in the lower section of the canyon. The Scenic Byway also provides access to the Beaver Mountain Ski Area, outstanding rock-climbing opportunities, the Utah State University Forestry Camp, the USU Management Institute, and the Tony Grove Ranger Station, which was placed on the National Register of Historic Places in 1992.

   Summer and winter dispersed recreation opportunities accessible from the Byway are almost limitless. The State of Utah and the Forest Service jointly administer three large winter sports trailheads that serve cross-country skiers and snowmobilers. These trailheads provide access to over 150 miles of outstanding snowmobile trail. The Forest Service also grooms 9 miles of cross-country ski trail at Beaver Basin near the Beaver Mountain Ski Area. Summer recreation opportunities include trout fishing on the Logan River and hiking and mountain biking over more than 100 miles of trail accessible from the Byway.

   Points of outstanding cultural and historical significance include the Lady Bird Park Overlook, Dewitt Springs, Wood Camp Hollow, Logan Cave, Ricks Springs, Franklin Basin, the Temple Fork Mill site, the Tony Grove Ranger Station, Old Ephraims Grave, and the Amazon Hollow Mining District.

   The Scenic Byway also offers many outstanding interpretive opportunities. These include three self-guided nature trails, a number of geological sites, Wood Camp Hollow, the Logan Wind Caves, the Jardine Juniper Tree, Ricks Springs, the Sinks area, the Limber Pine Tree, and Bear Lake.

6. Recreation Opportunity Spectrum. This is a land classification system used by Forest Service managers to

   a. classify land areas and settings for their potential to provide outdoor recreation opportunities,

b. give outdoor recreation managers a more solid footing and objective perspective towards multiple-use land management decisions involving areas of land with other resource values: i.e., timber, range, and wildlife habitat, and
c) mitigate impacts upon outdoor recreation settings by incompatible recreation uses or other resource uses.

The Forest Plan classified the Logan Canyon Highway corridor as "roaded natural." Areas classified as roaded natural are usually, as a minimum, corridors along roads traveled by recreation visitors and are managed to retain their natural character. Often these roaded natural settings act as screens for more intensive resource management practices such as timber harvesting outside the roaded natural corridor. The ROS classification for an area acts as a guide for recreation use and development of trails and facilities (Bacon).

In the interpretive plan developed for the Tony Grove Ranger Station Butkus and Reiter correctly point out that the presence of the parking area, the ranger station compound, and the Lewis M. Turner Campground necessitates a change from roaded natural to rural.

The observations they have made can be applied to the Canyon in general. The rural classification more realistically reflects the level of development and land modification encountered throughout much of the 41-mile drive (Ostergaard). Additionally, the rural classification will provide a greater range of options for interpretive services and recreation opportunities along the Byway.

B. Interpretive Vision and Project Goals and Objectives

1. Overall interpretive vision.

a. Interpretive projects, sites, and programs used along the Logan Scenic Byway will enhance the quality and broaden the scope of the visitor's experience. Visitors will receive a scenic, provocative, and educational experience they will not forget. Interpretation will serve a variety of customers including the resident population, tourists traveling between the Wasatch Front and the greater Yellowstone area, organized motorcoach tours, participants in Logan city's summer resident program, visitors using forest recreational facilities, and area youth.

b. Improved interpretation along the Byway is not intended to attract larger numbers of visitors but to increase the quality and length of their stay. Visitors will return to revisit these experiences, which will stimulate the surrounding economies in Cache and Rich Counties.

c. Visitors will know what kind of information is available and where to find it. The Lady Bird and Bear Lake Overlooks will serve as portals to the Scenic Byway.

d. Visitors will be able to view exhibits and displays that provide information on things to see and do as they travel between Logan and Bear Lake. They will be able to stop by the Garden City Visitor Center, the Logan Chamber of Commerce, or the Forest Service office to obtain a tour guide (brochure or audio tape) that will provide a milepost-by-milepost reference to the sights and sounds found along the Byway. A souvenir video will also be available at these offices. The guide will also provide information on things to see and do on side roads off the Byway.

e. Visitors will be able to safely stop and visit exhibits and displays along the way that provide insight into the area's rich cultural history, outstanding scenery, unique geology, abundant wildlife and fish populations, precious water resources, and diverse mix of vegetation types. They will acquire an appreciation of the diversity of its resources and the complexities of land management decision-making.

f. Visitors will be able to participate in a number of interpretive programs either individually or in a group. Those wishing to do so can take one of three self-guided nature hikes. Evening programs that deal with a wide variety of natural resource topics will be presented at the Tony Grove Campground and the Guinavah Amphitheater. Visitors will be able to stop at the Tony Grove Guard Station to see what life in the Forest Service was like in Logan Canyon between 1907 and 1940.

g. Environmental education will be highly visible. Two publications--one for children and one for adults--that are keyed to Byway interpretive sites will be available in local bookstores and through interpretive association outlets. Logan city and the Cache, Box Elder, and Rich County school districts will regularly make use of the facilities available to them along the Byway to provide hands-on environmental education experiences for primary- and secondary-level students. The Limber Pine Children's Nature Trail and its companion teacher's guide will be a benchmark example of a trail designed specifically for elementary students.

h. Signing along the Scenic Byway will be consistent in materials, style, mounting, and colors. Major recreation sites will be signed with the appropriate "family of shapes" signs and appropriate recreation symbols.

i. All interpretive sites will meet the full intent and direction of the Americans with Disabilities Act of 1990.

Consultants from the USU Center for People with Disabilities, Options for Independence, and the Sunshine Terrace Adult Day Center will be involved in every phase of design and layout to ensure that these sites are both convenient and fully accessible to everyone.

2. Goals and objectives. The purpose of this interpretive guide is divided into two general categories: goals of management and objectives for visitors.

   a. Goals of the Logan Canyon Scenic Byway Interpretive Guide.

      1) Promote a deepening visitor understanding and appreciation of the Logan Canyon Scenic Byway corridor while enhancing enjoyment and encouraging appropriate use of the sites.
      2) Encourage exploration of the area beyond the Scenic Byway.
      3) Encourage creative thinking, contemplation, and introspection.
      4) Provide visitors with an understanding and appreciation of the role of the Forest Service and the State Department of Lands in northern Utah.
      5) Welcome visitors and orient them to facilities and services that are dynamic enough to keep customers coming throughout the year.
      6) Provide a variety of interpretive facilities and services and attractions of the area.
      7) Provide accurate information about resources, issues, and land management policies in the area.
      8) Provide safe interpretation that interests all age levels, ability levels, and learning methods.
      9) Make as much of the interpretation as possible available to people with physical disabilities or limitations with barrier-free design and special features.
      10) Involve partners extensively in all aspects of the development of the Scenic Byway.

   b. Objectives of the Logan Canyon Scenic Byway Guide. A majority of our visitors will

      1) develop an understanding and appreciation of the Logan Canyon Scenic Byway,
      2) experience an enhanced enjoyment of the sites and sounds found along the Byway,
      3) gain an appreciation of the rich history of the peoples and cultures that inhabited and eventually developed Cache Valley and the Bear Lake area,
      4) learn about the powerful forces that shaped the Bear River Mountains and surrounding valleys,
      5) gain an appreciation of the unique plants and animals found along the Byway,

6) increase their understanding of the appropriate use of public facilities and resources,
7) acquire a greater understanding and appreciation of the role and mission of the Forest Service and State Department of Lands, and
8) feel welcome and know how to find facilities and interpretive services that are interesting enough to keep them coming back.
9) All of our visitors will experience a safe and barrier-free array of interpretive services that interests people of all age, ability, and education levels.
10) A majority will recognize the contribution of partnerships and volunteers in the design and implementation of facilities found along the Byway.

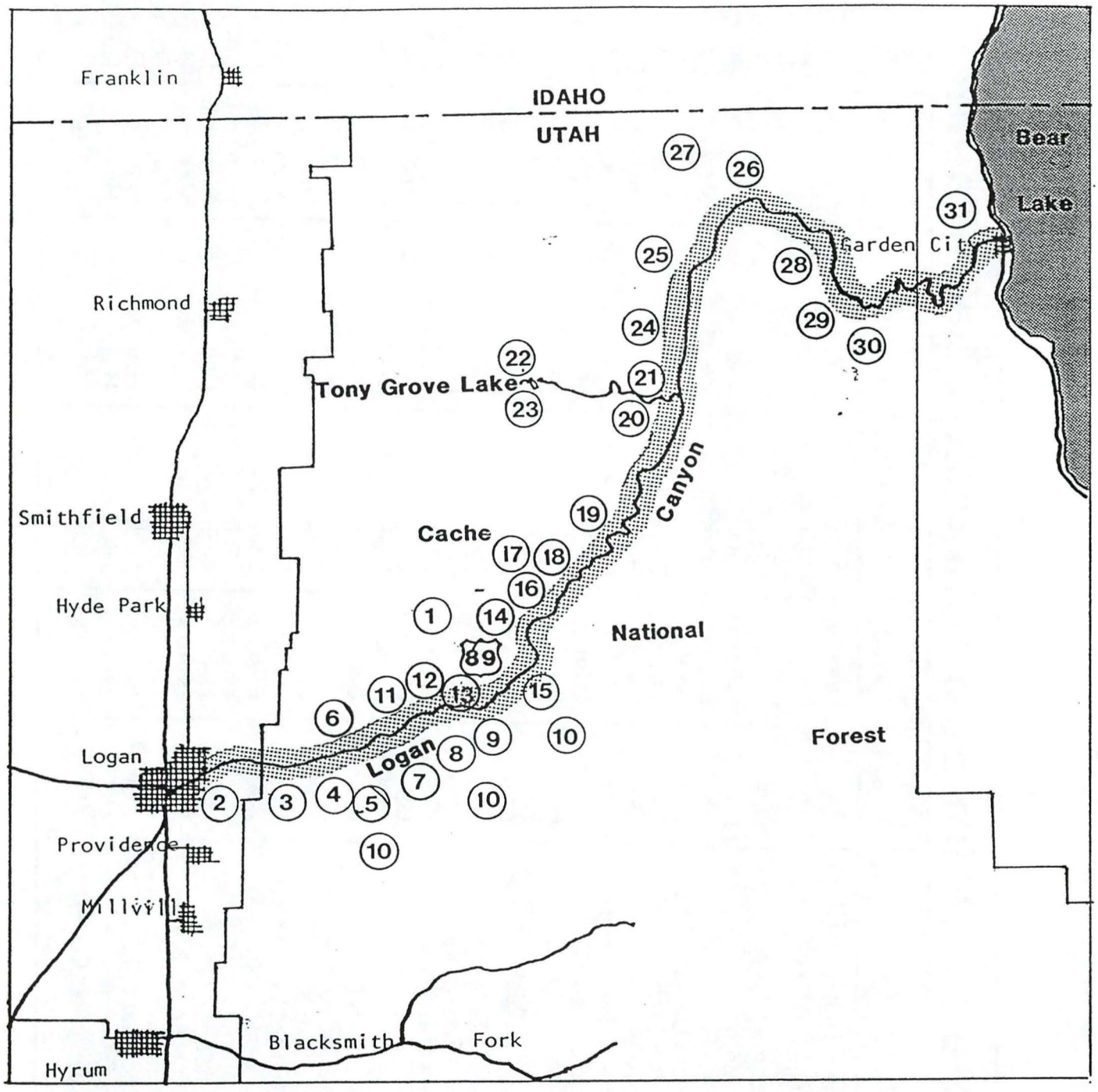
C. Interpretive Resources Inventory. This section deals with the identification of all potential sites and programs for which interpretation or interpretive services are being considered. It also includes Map 4, which indicates the location of each site.

1. Major site identification. Thirty-one sites are identified in the Major Site Evaluation Table (see Table 1). Each has been assigned a site number, a site name, and a letter indicating the type of site it is. The codes for the interpretive site categories (Veverka, 1986) include the following:
   A: Biological sites (waterfowl nesting areas, sensitive species, unique ecological zones, etc.).
   F: Facility sites (interpretive trails and trailside exhibits; would be used to identify existing and proposed sites and facilities).
   G: Geological sites (evidence of glaciation, caves, faults, springs, etc.).
   H: Historical, cultural, and archeological sites (log cabins, historic buildings, sites of historical events, etc.).
   O: Orientation sites (existing or recommended information centers, bulletin boards, kiosks, directional signs for interpretive services and facilities, etc.).

2. Selection criteria for major sites and programs. Once the initial inventory of all potential sites was compiled, each site was tested by the planning committee against the following list of selection criteria (Ostergaard, 1990):

   a. Interpretive relevance.

      1) Does it meet the theme for the Byway and offer a significant interpretive message?
      2) Does the interpretive story fit with a significant resource?
      3) Does it complement or conflict with other sites?
      4) Can the message(s) be projected successfully by a sign or other interpretive means?



POTENTIAL INTERPRETIVE SITE INVENTORY

Map 4

Table 1. Major Site Evaluation Data Table

Site #	Site	Site Type	Status	Relevance	Feasibility	Appeal	Decision
1	Logan Canyon Highway (US89)	HF	N/A	High	High	High	Develop
2	Lady Bird Park/Logan RD Office	GHOF	New	High	High	High	Develop
3	River Trail	OF	Existing	Low	Moderate	Moderate	Drop
4	Hydro Park II/Second Dam	HBF	Existing	High	High	High	Develop
5	Bridger Campground	F	Existing	Low	Low	Low	Drop
6	Lake Bonneville Site	GF	Existing	Moderate	Moderate	Low	Remove
7	Dewitt Springs Day-use Area	GHF	New	High	Moderate	High	Develop
8	Spring Hollow Campground	F	Existing	Low	Low	High	Drop
9	Riverside Nature Trail	BF	Existing	High	Low	Moderate	Develop
10	Recreation Residence Tracts	F	Existing	Moderate	Low	Low	Drop
11	Logan Wind Caves Trail	GF	Existing	High	Low	High	Develop
12	Guinavah-Malibu Campground	OF	Existing	High	High	High	Develop
13	Guinavah Amphitheater	HF	Existing	High	High	High	Develop
14	Fucoidal Quartzite	GF	Existing	Low	Moderate	Moderate	Remove
15	Preston Valley Campground	F	Existing	Low	Low	Low	Drop
16	Wood Camp Campground	F	Existing	Low	Low	Low	Drop
17	Jardine Juniper Trailhead	BHF	Existing	High	Moderate	Moderate	Develop
18	Logan Cave	GB	Existing	Low	Low	Moderate	Drop
19	Ricks Springs	HGF	Existing	High	Moderate	High	Develop
20	Tony Grove Turnoff	O	Existing	High	High	High	Develop
21	Tony Grove Recreational Site	HF	Existing	High	High	High	Develop
22	Tony Grove Lake Nature Trail	GF	Existing	High	High	High	Develop
23	Tony Grove Lake Campground	F	Existing	Low	Low	Moderate	Drop
24	Red Banks Campground	F	Existing	Low	Low	Low	Drop
25	Franklin Basin	HF	Existing	High	High	High	Develop
26	Beaver Junction	HOF	New	High	High	High	Develop
27	Beaver Mountain Ski Area	F	Existing	Moderate	Moderate	Moderate	Drop
28	Sinks Parking Area	GO	Existing	Low	Moderate	Low	Drop
29	Limber Pine Nature Trail	BGF	Existing	High	High	High	Develop
30	Bear Lake Overlook	HOF	Existing	High	High	High	Develop
31	Garden City Visitors Center	BHO	Existing	High	Moderate	Moderate	Develop

5) Is the message unique? Is there a story or just information?
6) Does it complement the total Byway experience, image, and theme?

b. Physical development feasibility.

1) Is there adequate room for a facility in this location?
2) Will the site be safe in regard to access and egress?
3) Can other facilities be added to the existing site?
4) Does the scenery merit a stop?
5) Are there any obvious construction problems?
6) If it will require snow removal, is there a place to store snow?
7) Will the site require construction of acceleration and deceleration lanes?
8) What is its proximity to the last interpretive pullout?

c. Scenic appeal and setting.

1) What is the variety of the landform?
2) What is the view? Can it be improved by landscaping?
3) Will the change of season feature a different view?
4) Does the site provide access to other recreation activities?
5) Are there any variable factors evident such as motion, light, season, or distance?

d. Sites dropped from further consideration. As might be imagined, certain sites readily fell out of the process once they were tested against the selection criteria (see Table 1). Several sites fell out because the planning committee felt they lacked relevance. Others fell out because the committee felt site development was not feasible, and still others fell out because the committee felt the site lacked scenic appeal that would make it stand out. While this process is admittedly subjective it was conducted in a systematic manner and the members of the planning committee were satisfied with the outcome.

In other instances the reasons for dropping a site from further consideration were not as clear cut. In these cases the committee based its decision on a combination of relevance, feasibility, and scenic appeal.

The following discussion provides documentation for the rationale used by the planning committee in dropping inventoried sites from further consideration.

1) Logan River Trail. This 1.5-mile trail runs parallel to the Logan River from near the mouth of Logan Canyon

to the Spring Hollow Campground. It is comanaged with the Forest Service by the city of Logan. The trail is popular with mountain bikers, joggers, hikers, and anglers as it gets them off of the busy highway.

The committee rated the Logan River Trail low for relevance and moderate for both feasibility and scenic appeal.

The trail rated low in relevance because no direct links could be made tieing it to the Byway's theme. Additionally, the interpretive stories applicable along the trail were either not unique or they could be told more effectively at other stops along the Byway.

The committee rated the trail moderate for both feasibility and appeal. Although it is technically possible to develop a trailhead at the entrance to the trail, room for parking is limited, and from the standpoint of user safety highway speeds at the access point only serve to further complicate the problem. While the trail is adjacent to the Logan River along its entire length, the channel has been severely altered to accommodate the highway and this detracts from its scenic appeal.

2) Bridger, Spring Hollow, Preston Valley, Wood Camp, Tony Grove, and Red Banks Campgrounds. These facilities are all fee campgrounds that are generally operated from May through October. All were built between the mid-1930's and late 1960's. Several contain interesting examples of CCC-era (Civilian Conservation Corps) work.

With the exception of the Guinavah-Malibu Campground, the committee rated all of the campgrounds along the Byway low both in relevance and feasibility.

While there are examples of stone and rock work done by the CCC's the committee felt they were all of minor significance in comparison with the amphitheater at Guinavah-Malibu, which will be developed as a major site. The campgrounds also pose a problem of feasibility. Because parking in developed campgrounds tends to be scarce, coupled with the fact they are operated by a concessionaire, admission to the facilities is controlled and access to the sites is limited.

The committee, again with the exception of Guinavah-Malibu, rated all of the campgrounds moderate in scenic appeal.

3) Recreation Residences. The recreation residence program in Logan Canyon consists of 13 tracts comprising 83 residences. All are accessed from the Byway. The oldest residence dates back to the early 1920's with a majority being built in the 1940's and 50's.

The committee rated the recreation residence tracts moderate for relevance. While the committee recognized the importance of the recreation residence program in the evolution of developed recreation on the national forests, it did not feel any of the sites along the Byway were unique enough to merit a stop on its own.

In regard to feasibility and scenic appeal, the committee rated the recreation residence tracts low. Because of concerns the permittees have over security, opening these sites to tourists is problematic. The tracts were rated low for scenic appeal because the committee felt there was nothing to be seen that was unique or that would add to the Byway experience.

4) Logan Cave. The cave is located approximately 80 feet above US 89 and about 14 miles northeast of Logan. It consists of 3,500-4,000 feet of passages that were formed along natural fault lines in the dolomite limestone. The cave receives approximately 7,500 visits per year and is an ongoing management problem because of litter, graffiti, and vandalism to the geologic formations it contains. There are presently no safe parking areas or sanitation facilities at the site. The district is preparing a biological evaluation that will address the impacts recreation use has on the western big-eared bat which resides in the cave. The Forest Service and the State of Utah have both listed this species as sensitive, and the outcome of the biological evaluation will determine the future management direction for the cave.

The committee rated Logan Cave low for both relevance and feasibility and moderate for appeal.

While the cave is certainly of significant geologic interest it does not link well with the cultural theme that has been selected for the Byway.

Lack of parking and sanitation facilities is also a detriment to development of the site. The cave is located on a tight turn with the Logan River located less than 10 feet from the edge of the pavement. The committee felt that the close proximity of the river made future development of parking and sanitation facilities infeasible.

5) Beaver Mountain. The Beaver Mountain Ski Area is located approximately 1 mile east of the Byway at milepost 399.7. It has been in continuous operation on the Wasatch-Cache National Forest since 1947. The area operates three double-chair lifts and hosts approximately 60,000 skiers per year. The area will be traded to the State of Utah in 1995 in the Utah Land Exchange.

The committee rated Beaver Mountain moderate for relevance, feasibility, and appeal. Even taking the factors in combination, the committee felt that the facility did not rate strongly enough to warrant development as a major site.

6) Sinks Parking Area. This facility is a winter sports parking area located just below Bear Lake Summit at milepost 404. It includes capacity for 60 vehicles and a vault toilet.

The site was rated low for relevance and appeal and moderate for feasibility.

The committee felt there was no link between this site and the interpretive theme for the Byway. The site also lacks in scenic appeal.

3. Major programs and services. In addition to physical sites, a number of existing and proposed brochures, maps, and programs that pertain to the interpretation of the Byway are identified in the following table.

TABLE 2. EXISTING AND PROPOSED BROCHURES, MAPS, GUIDES AND PROGRAMS

PROJECT	EXISTING	PROPOSED
Bridgerland Visitors' Guide	x	
Bridgerland Snowmobile Trails Guide	x	
Bridgerland Hiking Trails Guide	x	
Bridgerland Biking Trails Guide	x	
Bridgerland — 20 Exciting Rides on Road and Trail	x	
Logan Ranger District Climbing Guide	x	
Logan Canyon — A Guide Book	x	
Bridgerland Snowmobiling Video	x	
Bridgerland Mountain Biking Video	x	
Locan Canyon Scenic Byway Auto Tours		x
Locan Canyon Scenic Byway Sidetrip Adventures		x
Scenic Byway Restaurant Placemats		x
Service Training		x
Note Cards		x
Children's Coloring Book		x

D. Theme Development. Once the major sites and programs are identified the next step in the interpretive planning process is to develop a main theme or themes. The use of a focused theme helps direct the energies of interpretive services to better explain to visitors the specific stories that the Byway presents.

The central theme chosen by the planning committee for the interpretation of the Logan Canyon Scenic Byway is

"Logan Canyon: A Portrait in Time"

The theme of the Byway will create an experience for the visitor that invokes the rich cultural history that characterizes the heart of the Intermountain West. The story of the Logan Canyon Scenic Byway is indeed a "portrait in time." It is the story of the life-and-death struggles of the men, women, and children who settled two northern Utah valleys and first made a reality of the journey the visitor is about to embark upon.

The story begins with the uplift of the Bear River Range and the gradual erosion by what we now call the Logan River through a virtually impenetrable limestone barrier as it made its way to the Great Salt Lake. Outstanding examples of the shoreline of ancient Lake Bonneville are still visible today from the observation area at the Logan Ranger District office.

Long before any white man set foot in the area it was home to the Shoshoni Indians. Their culture was that of a gathering people who depended heavily on the roots and plants of the area. They were also known to have settled along the banks of the Logan River and relied on the bounty of fish the river provided.

The first white man to arrive in the area was the fur trapper Michael Bourdon, who arrived in Cache Valley in 1822. Over the following decade and a half Cache Valley and Bear Lake were sites of some of the most famous rendezvous of the 1820's, which attracted men with names like Jedediah Smith, William Ashley, Jim Bridger, and John Colter. The use of Logan Canyon by the fur trappers was limited to the trapping of beaver. With the decline in popularity of the beaver felt hat so went the era of the fur trapper.

Until the early 1850's the route of travel between Cache Valley and Bear Lake was by way of the Blacksmith Fork drainage because the route through Logan Canyon was so difficult. The first Mormon settlers arrived in the valley in 1856, and it was these people, who had been sent to Cache Valley by Brigham Young, that made the first penetration of Logan Canyon. In 1862 the notion of a road up the canyon was proposed by E.T. Benson, but it was not until 1869 that work had been completed on the first section. This first section was a toll road that ran between Logan and Wood Camp. Users were charged a dollar a load to use the primitive and often impassible 12-mile route.

The next section of the road, Wood Camp to Temple Fork, was impelled by the need to find raw materials for the construction of the Logan LDS Temple and for railroad ties for the Union Pacific Railroad. By 1877 the road had been pushed farther up the canyon to the location of Ricks Springs, which was named after the project supervisor, Thomas Ricks. By this time Mormon settlers living on Bear Lake had began to push a road from their side of the range toward Logan.

In 1891 the Forest Reserves were set aside by President Theodore Roosevelt, and in 1905 the Cache Forest Reserve was established. It was shortly after this in 1907 that the Tony Grove Ranger Station was constructed. It has been in continuous use by Forest Service crews.

It was not until 1913 that the route was established as we know it today.

Interpretive projects, sites, and programs used along the Byway will enhance the quality of the visitors' recreation experiences and foster a deeper understanding of the cultural history that ties the Cache and Bear Lake valleys together. Through interpretive services travelers will discover the difficulties the pioneers conquered in settling northern Utah.

Travelers will learn how values have changed since the first humans arrived here. They will gain insights into the viewpoints held by the Shoshonis, the fur trappers, and the Mormon pioneers. They will be challenged to contrast them with the values of contemporary society.

Travelers will learn how conservation has changed over the past 150 years. They will visit sites where they will see evidence of past use and be able to contrast the evidence of the past with modern techniques. Byway travelers will understand how resource use involving timber, hydroelectric power, grazing, and recreation is designed to minimize land disturbance. Through visits to sites such as Second Dam they will realize the power of partnerships between Federal, State, and local governments in creating new recreational facilities.

Finally the array of interpretive services provided along the Logan Canyon Scenic Byway will encourage the responsible use of our natural resources and will stimulate visitors to take an active role in the stewardship of their public lands.

E. Visitor Analysis. A visitor analysis is an important aspect of the interpretive planning process as it gives the planners a better idea of how best to communicate with different user groups. While there is no comprehensive visitor analysis available for the area, there are several studies that when pieced together provide useful information.

1. Data collected in 1990 by the Utah Department of Transportation clearly shows that traffic volumes on the Byway vary seasonally. Approximately 50 percent of the total annual

traffic volume occurs during the months of June, July, and August. Approximately 70 percent of the annual traffic volume occurs from May through September (Figure 1). Weekend traffic is nearly double the weekday traffic (Figure 2), and the highest hourly traffic occurs between 11 a.m. and 7 p.m. (Figure 3).

During peak summer traffic approximately 80 percent of the traffic using the Byway passes entirely through the canyon, and the other 20 percent remains within the canyon pursuing various recreational activities. In the winter 35 to 40 percent of the traffic passes through, while the remainder remains in the canyon.

Traffic counter stations show an average of 3,878 vehicles per day during the the peak period of June, July, and August. During the remainder of the year the Scenic Byway averages 1,869 vehicles per day (Figure 4). Over the next 20 years summertime traffic is projected to increase between 33 and 46 percent.

2. A number of other studies that have been conducted over the years have concluded the most popular recreational pursuits of people visiting Cache and Box Elder Counties are visiting historical sites and viewing scenery. Cooper (1989) found the main reasons for traveling to northern Utah were to take advantage of outdoor recreation opportunities. The same study found the most highly rated selection factor for a visit to northern Utah was its scenic beauty. Visiting historical sites was ranked ninth, but its position of 3.1 out of 5 indicates its relative importance (Figure 5). Cooper also found that visitors to the area, regardless of their place of residence, ranked Bear Lake, Logan Canyon, and the Cache National Forest as the most popular destination spots. The same study also found that when visitors were asked to rank their likelihood to participate in organized or guided activities the highest-rated programs were visiting historical attractions. The second most popular guided program dealt with viewing scenery. Guided hikes ranked 6th of 21 activities. The same study also found that 72 percent of the individuals sampled ranked enjoying a campfire as their number one evening activity.

   Demographic information was not as readily available as the information on user preferences. Cooper (1989) found that 34 percent of the visitors were traveling with one other adult. The largest percentage of out-of-state visitors were from California (15 percent) followed by Idaho (7.5 percent). Fifty-two percent of the visitors sampled were traveling by car, motorcoach, or motorcycle while 44 percent were traveling with camping equipment or self-contained recreational vehicles.

   Seventy-six percent were married and had attended some college and almost half were between the ages of 31 and 50. The average yearly income was reported to be between $20,000 and $40,000 per year. A study prepared by the the Utah Travel Council indicated

that approximately 33 percent of the out-of-state visitors make over $40,000.

3. Data collected at developed sites in Logan Canyon during the 1992 field season shows 87 percent of our visitors are from Utah, and 98 percent of those are within a 100-mile drive of Logan. Forty-nine percent were traveling by car, with the difference travelling with camping equipment or self-contained recreational vehicles. Out-of-state campers were most represented by residents of California (37 percent) followed by Washington (16 percent), Idaho (13 percent), Arizona (7 percent), and Wyoming (7 percent).

   a. Recreation Inventory Management data compiled by the Forest Service for the 1992 fiscal year estimates recreational activities in the Scenic Byway corridor to be 538,285 visitor-days. Forest Service data also shows that automobile travel and viewing scenery are the two most popular pursuits on the Scenic Byway.

   b. Estimated annual visits to the more popular sites along the Byway provide a picture of the amount of use that is presently occurring.

	Estimated Visits per Year
Logan Canyon campgrounds	126,600
Logan Canyon day use sites	75,100
Organizational camps	11,800
Summer homes	14,780
Winter sports	58,440
Bear Lake Overlook	88,300
Nature trails	56,525
Fucoidal Quartzite	15,500
Logan Cave	23,750
Jardine Juniper	6,600
Ricks Springs	79,000
Automobile trips	666,750

4. Another segment of our local population that has been overlooked in the past is people with disabilities. Although the canyon is used and enjoyed by locals and people from across the State of Utah and the nation not one site is presently accessible to people with disabilities. There are approximately 8,000 people in Cache County and unknown numbers of people from outside the county who have disabilities, or whose advancing years have left them with physical frailties, Alzheimer disease, or other age-related disabilities (Roth, 1993). This segment of the population represents nearly 10 percent of our local population that is presently denied access to the outdoor recreation opportunities in Logan Canyon.

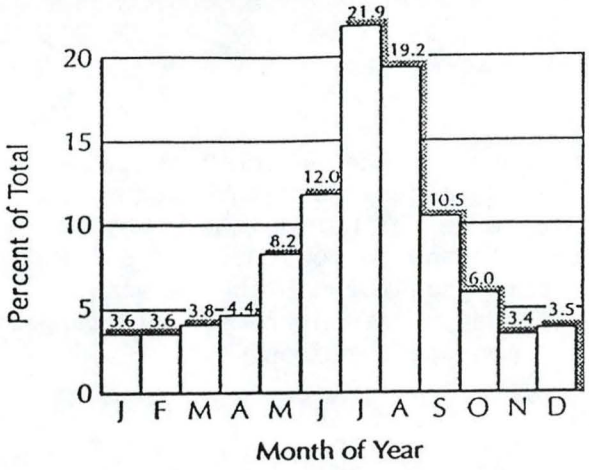


Figure 1. Annual traffic flow by month

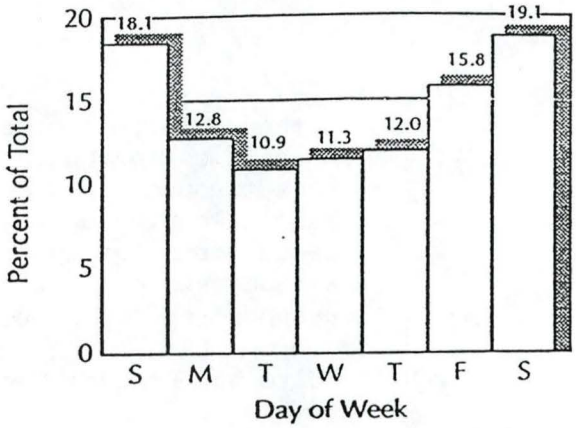


Figure 2. Traffic flow by day of week

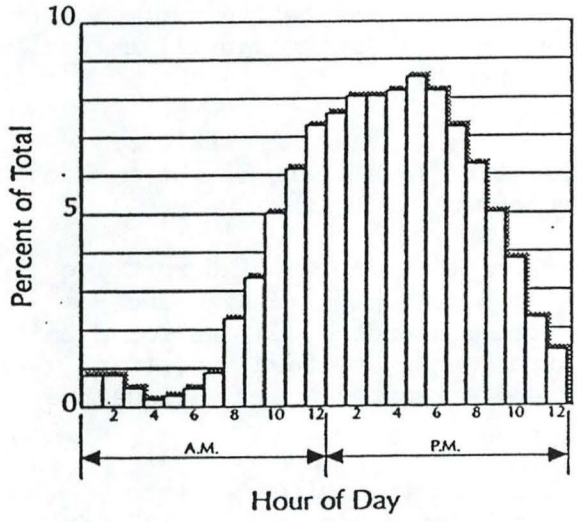


Figure 3. Traffic flow by hour of day

RECORDED TRAFFIC VOLUME		
YEAR	ANNUAL ADT (vehicles per day)	SUMMER ADT (vehicles per day)
1973	1,774	2,793
1974	1,558	2,798
1975	1,680	3,022
1976	1,767	3,140
1977	1,922	3,461
1978	1,902	3,400
1979	1,806	3,180
1980	1,813	3,276
1981	1,887	3,424
1982	1,848	3,406
1984	1,740	3,503
1985	1,773	3,536
1986	1,769	3,795
1987	1,875	3,735
1988	1,846	3,605
1989	1,861	3,822
1990	1,869	3,878

Figure 4. Average daily traffic: June, July & August

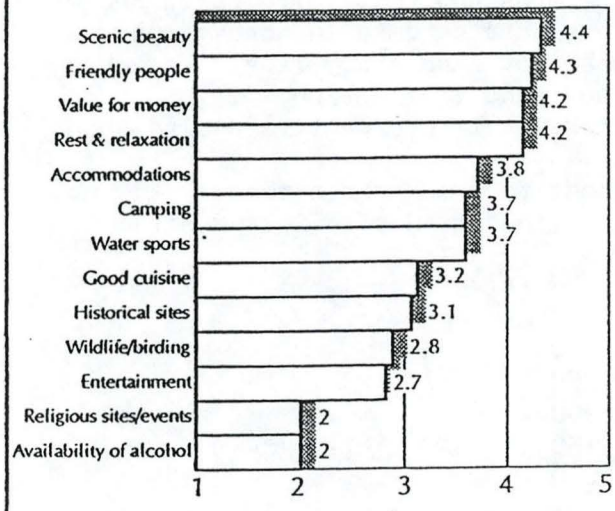


Figure 5. Selection factors for visiting northern Utah

Figure 6. Percent resident and out-of-state visitors

5. Although there are no firm numbers the Cache-Rich Tourist Council estimates that up to 3,000 organized motorcoach tours pass through Logan Canyon each summer either on their way to Salt Lake City or the Jackson Hole and Yellowstone areas. Because a majority of these tours pass through the canyon without stopping it is thought they represent the single largest untapped source of tourism dollars for the area.

F. Major Site and Program Development.

1. This section contains a complete, detailed package of information for each interpretive site and program proposed for development. Information includes site name, type, location, number, interpretive resources, site description, and interpretive significance. Also included is information on interpretive themes, site objectives, interpretive program objectives, interpretive modes, cost estimates, justification statement, and miscellaneous comments.

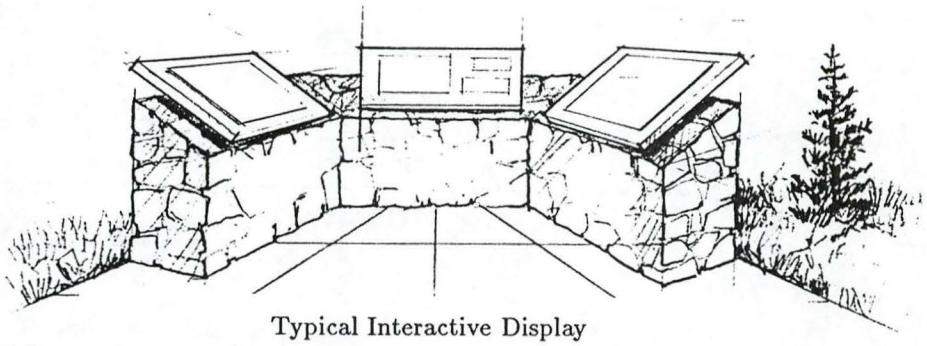
2. Also included is a map (see Map 5) and a summary table of interpretive services and facilities (see Table 3) for each of the 19 sites proposed for development along the Byway.

3. In addition to the detailed descriptions of the interpretive services offered at each site is a conceptual design and estimated cost. Wherever possible, standard designs for Scenic Byway displays, orientation sites, and adventure side trips will be the norm. Design features and estimated costs include the following:

   a. Scenic Byway displays and orientation sites will be barrier-free and similar in construction materials, style, and design. Display structures will be constructed of native limestone rock and will normally contain three anodized aluminum panels. Sign faces will normally include graphic artwork or photographs and text. The Logan Ranger District will facilitate gathering detailed background information for development of each story line. Artwork, narratives, design, layout, and fabrication will be contracted out to a professional interpretive design shop.

   b. The estimated finished cost for each three-panel interpretive display and orientation site includes the following:

Sign fabrication	$750
Mounting hardware	150
Text development	200
Graphic artwork	200
Packing and shipping	150
Support structure	1,250
Total	$2,700



Typical Interactive Display

4. Adventure side trip trailhead bulletin boards will use either the district standard one-panel or the two-panel design. Each panel is a 4x4-foot sheet of 5/8-inch high-density plywood supported by two 6x6-inch pressure-treated timbers. The entire structure is painted dark brown. The sign faces are reverse silk-screened onto 3x2-foot sheets of 8-mil Lexan with a matte finish. Each sign will normally include graphics and text. The background color is tan, and the text and graphics are dark brown. The Logan District will facilitate text and camera-ready artwork. Fabrication will be contracted out to a professional sign shop.

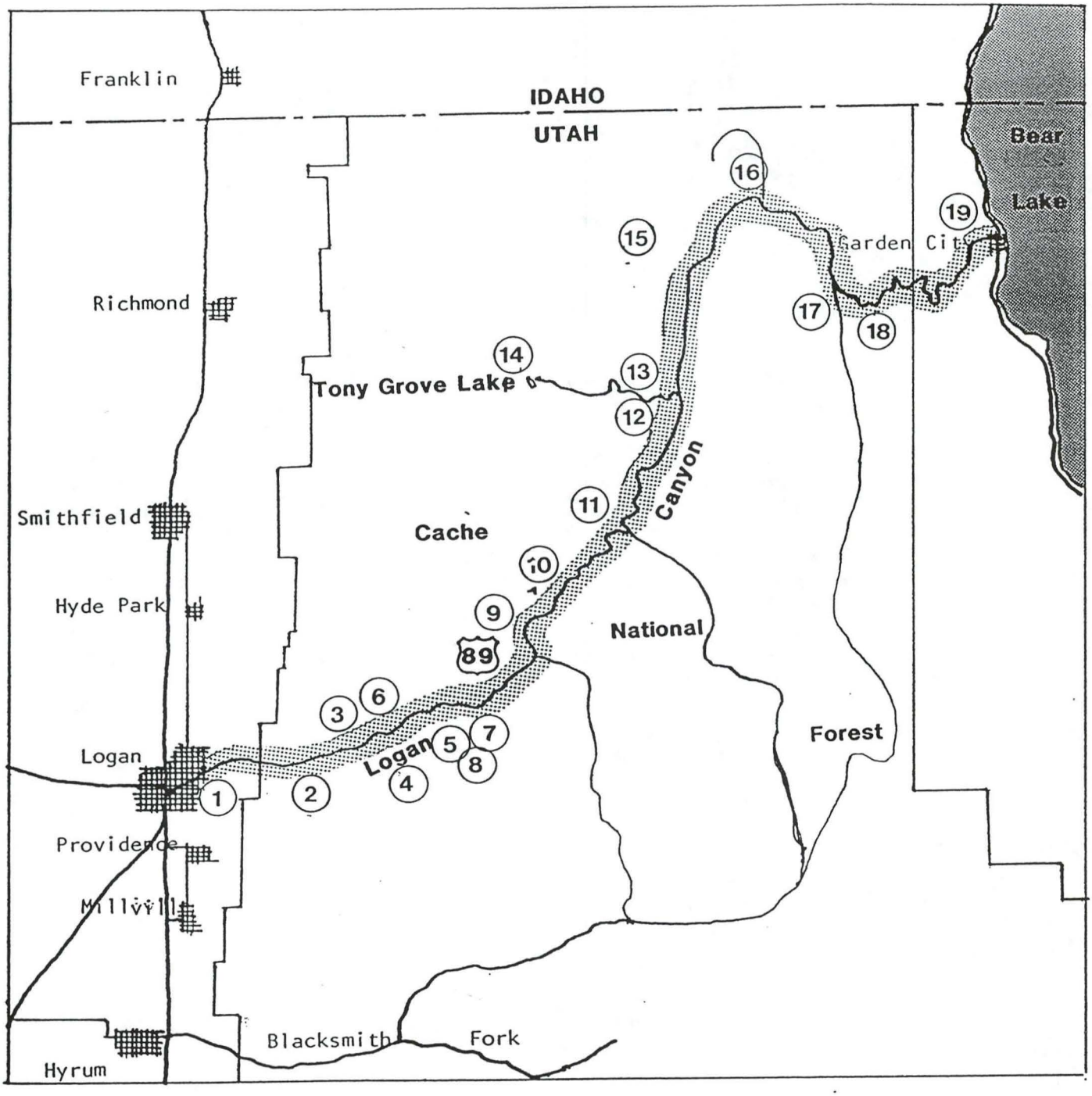
   a. The estimated finished cost for the standard single-panel bulletin board includes the following:

Sign fabrication	$250
Design services	150
Graphic artwork	150
Support structure and installation	250
Total	$800

   b. The estimated finished cost for the standard two-panel bulletin board includes the following:

Sign fabrication	$500
Design services	300
Graphic artwork	300
Support structure and installation	370
Total	$1,470

G. Descriptions of Sites. On page 32 begins a series of separate papers describing each site.



PROPOSED INTERPRETIVE SITES

Map 5

Table 3. Summary of Interpretive Services and Facilities

Site #	Site	Type of Site				Sub-themes				Activity or Service							
		Byway Display	Orientation Site	Adventure Side Trip	Remove/Reclaim	Historical	Geological	Biological	Facility	Nature Trail	Day Hike	Evening Programs	Auto Tour	WIA Outlet	Restroom	Picnic Sites	Barrier-free
1	Lady Bird / LRD Headquarters	●	●			●	●		●				●	●	●	●	●
2	Hydro II / Second Dam	●				●		●	●				●		●	●	●
3	Lake Bonneville Site				●								●				
4	Dewitt Springs	●				●	●						●		●	●	●
5	Riverside Nature Trail			●				●	●	●			●		●		
6	Logan Wind Caves Trailhead			●			●		●		●		●				
7	Guinavah Amphitheater	●				●			●			●	●		●		●
8	Guinavah-Malibu Orientation		●										●				
9	Fucoidal Quartzite				●								●				
10	Jardine Juniper Trailhead			●		●		●	●		●		●				
11	Ricks Spring	●				●	●						●				
12	Tony Grove Turn-off Orientation		●										●				
13	Tony Grove Ranger Station	●				●			●				●		●		●
14	Tony Grove Lake Nature Trail			●			●		●	●	●	●	●		●	●	Partially
15	Franklin Basin	●				●	●	●					●		●		●
16	Beaver Junction	●	●			●			●				●		●	●	●
17	Limber Pine Children's Nature Trail			●			●	●	●	●		●	●		●		
18	Bear Lake Overlook	●	●			●	●	●	●				●		●	●	●
19	Garden City Visitor Center	●				●							●	●			

SITE: LADY BIRD PARK, LOGAN RANGER DISTRICT HEADQUARTERS

Type: Scenic Byway Display and Orientation Site

Site number 1 **New or Existing** New

Location Milepost 374.5 **Seasonal Accessibility** Year-round

Major Interpretive Resources Historical, Geological, Orientation, and Facility

Site Description: Site is proposed location of the new Logan Ranger District office and includes an outstanding overlook of Cache Valley. Will serve as west portal to the Byway and will include a small Wasatch Interpretive Association retail outlet. Site also includes parking for 35 vehicles, room for RV's and motorcoaches, and public restroom. All facilities will be barrier-free.

Interpretive Significance: Site will be focal point for forest visitors. Exhibits here can make visitors aware of the recreational and interpretive opportunities available to them in the area.

I. Interpretive Theme:

"Logan Canyon: A Portrait in Time"

A. There have been three broad eras of land use associated with the settlement of the North American continent: exploitation, conservation, and stewardship.
B. The story of human beings in Cache Valley is the story of three distinct cultures--the Shoshoni, the mountain men, and the Mormon pioneers.
C. There were powerful forces that shaped the foothills and mountains of the Bear River Range.
D. "Welcome to the Logan Canyon Scenic Byway!" There are lots of interesting and exciting things to see and explore on your journey through Logan Canyon.

II. Site Objectives.

A. Provide visitors with a safe, barrier-free place to stop, use the restroom, get a drink of water, and enjoy the view.
B. Develop interpretive media for
    1. the stewardship and conservation story,
    2. information on the recreational and interpretive opportunities on and off the Scenic Byway,
    3. describing the forces that shaped lake terraces visible from the viewing deck, and
    4. telling the story of the people who have lived here before.
C. Create outdoor display for visitor orientation to the district and its many recreational and educational opportunities.
D. Maintain and enhance the visual quality of the site.
E. Ample parking to accommodate RV's and motorcoaches.

III. **Interpretive Program Objectives.**

A. A majority of visitors will gain an understanding and a historical perspective of the peoples and cultures that inhabited Cache Valley.
B. The visitors will gain insight into the powerful forces that shaped the foothills of the Great Basin.
C. They will leave with an understanding of what the Scenic Byway program is about. They will also know there is a diverse array of recreational and educational opportunities that lie ahead to the east and know there are many things to see and do in Logan and the surrounding area.
D. The visitors will recognize that America has entered a new area of land stewardship and will have a sense of what it may mean to them.

IV. **Interpretive Modes.**

A. Approach signing.
B. One three-panel orientation site display.
C. Three three-panel anodized aluminum interpretive displays.
    1. Cultural, historical.
    2. Lakeshore terraces.
    3. Land stewardship and conservation (bookend display with Bear Lake Overlook).
D. Include as a stop on self-guided auto tours.
E. Include site on restaurant place mats.

V. **Cost Estimates.**

A. Approach signing	$200
B. Orientation site display	2,700
C. Three 3-panel anodized aluminum interpretive displays	8,100
	$11,000

VI. **Justification.** The site is a key stop because it serves as the west portal to the Scenic Byway, the Logan Ranger District headquarters, and the east gateway to Logan and the surrounding area. For these three reasons it is a critical spot for the dissemination of information on district resources and interpretive services.

VII. **Comments.**

A. For the reasons above it is crucial that site development be state-of-the-art and reflective of the very best we can do, integrating interpretive services and site design.
B. This site is the west portal to the Byway and will serve as a bookend site to the Bear Lake Overlook.
C. Given this site will in all likelihood be the location of the new Logan Ranger District headquarters, it is an excellent location to give visitors an overview of the mission and objectives of the Forest Service. This can be accomplished using interpretive panels inside the new building in the mini visitor center.
D. Cultural and historical story development will be provided by A.J. Simmonds, curator of the USU historical archives. Additional source material is available in "The History of the Wasatch-Cache

National Forest." Geological information is available in "Geologic Tours of Northern Utah" and in an unpublished manuscript on the geology of Logan Canyon by Robert Oaks available at the Logan District office. The story of land stewardship and conservation is contained in "The Next Era of Land Stewardship and Conservation--Breaking New Ground" series. Background on the National Scenic Byway program will be provided by the Forest Service.

SITE: HYDRO II PARK/SECOND DAM

Type: Byway Exhibit

Site number 2 **New or Existing** New

Location Milepost 376.3 **Seasonal Accessibility** April-November

Major Interpretive Resources Historical, Biological, Hydroelectric, and Facility

Site Description: Site contains a major hydroelectric station owned by Logan city and administered by the Forest Service under special use permit. Is also site of a major partnership effort between FS, Logan city, and state agencies to develop a day use site and flat-water fishing opportunity. Facilities include barrier-free parking, restroom, picnic sites, trail system, and fishing piers. Site plans also include construction of a footbridge spanning the Logan River that ties into the Lower River Trail.

Interpretive Significance: This is a unique opportunity to interpret the use and development of hydroelectric power in Logan Canyon and its importance to the city of Logan. Site also offers the opportunity to deliver message regarding individual responsibility to care for public resources. Site is also excellent opportunity to discuss the native fisheries of the Logan River and how the fishery is managed today. Also excellent spot to discuss threatened and endangered plants.

I. Interpretive Theme:

"Logan Canyon: A Portrait in Time"

A. For nearly 100 years man has been dependent on the harnessed energy of the Logan River and the hydroelectric power it has provided the city of Logan.
B. This facility is the result of a number of agencies and citizens getting together to make it happen, and it belongs to all of us. Please help to keep it cared for and clean.
C. Many plants and animals, some of which are very rare, are also dependent on the river and the cool, moist habitat it provides.

II. Site Objectives.

A. Provide visitors with a safe, esthetic, barrier-free interpretive experience.
B. Develop interpretive media for
    1. the hydroelectric story,
    2. the good steward story, and
    3. the story of the rare plants and animals that depend on the river.

III. **Interpretive Program Objectives.**

A. A majority of visitors will come away from this site with an understanding of the tie between the power of the river's energy and how it is used to create the electricity that lights their homes.
B. They will appreciate the fact that this state-of-the-art facility is the result of a number of agencies and citizens working in partnership to make it happen.
C. They will come away with a better understanding of the plants and animals that inhabit the lower stretches of the Logan River. They will recognize the importance of the Threatened and Endangered Species Act.

IV. **Interpretive Modes.**

A. Approach signing.
B. Highway pullout with one three-panel anodized aluminum Byway display. The display will be located at the highway-level viewing deck.
C. Include as a stop on self-guided auto tours.
E. Include site on restaurant place mats.
D. Develop cooperative arrangement with Logan city to offer occasional conducted tours (by appointment) of the hydro plant operation.

V. **Cost Estimates.**

A. Approach signs	$200
B. One three-panel anodized aluminum Byway display	2,700
C. Viewing deck	3,500
D. Footbridge across the Logan River	85,000
	$87,700

VI. **Justification.** The Hydro II Park/Second Dam is site of a major partnership between Logan city, the Forest Service, Division of Wildlife Resources, USU Landscape Architecture and Environmental Planning, USU Center for Persons with Disabilities, and the Department of Transportation to develop a state-of-the-art day use recreation facility. Site is also location of a 1240-kilovolt hydroelectric power generation facility. This is a very picturesque location and is the showcase developed recreation site in lower Logan Canyon.

VII. **Comments.**

A. Explore partnership with Logan city for joint submittal to nonmotorized trail program for construction of bridge.
B. All NEPA (National Environmental Policy Act) work has been completed.
C. Coordinate with UDOT (Utah Department of Transportation) on obtaining ISTEA (Intermodal Surface Transportation Efficiency Act) enhancement dollars for motorcoach parking area.
D. Source material for development of the story of hydroelectric power at the site will be provided by the Logan City Light Department. Source material for story development on threatened and endangered species will be provided by the Utah Division of Wildlife Resources.

SITE: LAKE BONNEVILLE SITE

Type: Scenic Byway Display

Site number 3 **New or Existing** Existing

Location Milepost 378.1 **Seasonal Accessibility** April-November

Major Interpretive Resources Geology and Facility

Site Description: This is an existing site that contains a routed redwood sign and gravel pullout. Is located immediately adjacent to highway and poses a significant safety hazard.

Interpretive Significance: Site marks highest level of ancient Lake Bonneville. Terraces marking location are visible from the site.

I. **Interpretive Theme.** Existing interpretation is not related to Byway theme. It more or less serves to point out some Lake Bonneville trivia.

II. **Site Objectives.**

A. Because this site only rated moderate to low in site evaluation test, recommendation is to remove it and reclaim the site.
B. Geological significance can be covered in self-guided auto tour and can be depicted on restaurant place mats.

III. **Interpretive Program Objectives.** A majority of visitors using the self-guided auto tour will have an appreciation for the size of Lake Bonneville.

IV. **Interpretive Modes.**

A. Include as a stop on self-guided auto tours.
B. Include site on restaurant place mats.

V. **Cost Estimate.** Removal of existing sign and site reclamation: $1,500.

VI. **Justification.** The site presents significant safety hazards to visitors and should be removed and reclaimed.

VII. **Comments.**

A. Include cost estimate for removal and site reclamation.
B. Source material for development of auto tours can be found in the "History of the Wasatch-Cache National Forest," the "Geologic Tours of Northern Utah," and Robert Oaks's unpublished manuscript on the geology of Logan Canyon.

SITE: DEWITT SPRINGS

Type: Scenic Byway Display

Site number 4 **New or Existing** New

Location Milepost 378.7 **Seasonal Accessibility** April-November

Major Interpretive Resources Geological, Historical, and Facility

Site Description: This is a new interpretive site that is located adjacent to an existing day use site. It is located just off the Byway and offers outstanding views of the China Wall formation and the Logan Wind Cave formation.

Interpretive Significance: Site is located on a fault zone that created cracks in the substrate, allowing water to collect. The springs are the major culinary source of water for the city of Logan.

I. Interpretive Theme:

"Logan Canyon: A Portrait in Time"

A. The residents of the city of Logan are dependent on the quality water the canyon provides at Dewitt Springs.
B. Geologic faulting near this spot is the reason the Dewitt Springs came to be.

II. Site Objectives.

A. Provide visitors with a safe, esthetic, barrier-free interpretive experience.
B. Geological and historical significance can be developed at new display built on small knoll above the highway.

III. Interpretive Program Objectives.

A. Visitors will have an understanding that the faulting that occurred here is the reason the springs exist, and that they provide water for the city of Logan.
B. The visitors will appreciate the dependence the residents of Logan have on the water that is provided in the canyon.

IV. Interpretive Modes.

A. Approach signing.
B. One three-panel anodized aluminum interpretive display.
C. Include as a stop on self-guided auto tours.
D. Include site on restaurant place mats.

V. Cost Estimates.

A. Approach signing	$200
B. One three-panel anodized aluminum interpretive display	2,700
C. Trail system and viewing deck	2,600
	$5,500

VI. **Justification.** This site provides an outstanding view of the China Wall and the Logan Wind Caves. It is also located virtually on top of the fault line that created Dewitt Springs, which supplies water to the city of Logan.

VII. **Comments.**

A. Coordinate with UDOT on obtaining ISTEA enhancement dollars for motorcoach parking area.
B. Source material for story development available through A.J. Simmonds, curator of the USU historical archives. Additional material available in "Geologic Tours of Northern Utah."

SITE: RIVERSIDE NATURE TRAIL

Type: Adventure Side Trip

Site Number 5 **New or Existing** New

Location Milepost 378.5 **Seasonal Accessibility** April-November

Major Interpretive Resources Biological and Facility

Site Description: Site is a self-guided nature trail that runs along the Logan River between the Spring Hollow and Guinavah-Malibu Campgrounds. It is approximately 1.5 miles long and takes about an hour to hike.

Interpretive Significance: This is a unique opportunity to interpret the riparian ecosystem associated with the Logan River.

I. **Interpretive Themes.** The Logan River is a "ribbon of life" that provides man and wildlife with the precious gift of water.

II. **Site Objectives.**

A. Provide visitors with a safe and esthetic interpretive experience along the Logan River.
B. Develop trailhead displays at both Spring Hollow and Guinavah-Malibu Campgrounds.
C. Develop interpretive signing for 12-15 sites along trail.
D. Develop approach signing.
E. Develop internal campground signing directing visitor to appropriate trailhead.

III. **Interpretive Program Objectives.**

A. A majority of visitors will come away from this site with an understanding that riparian areas in arid environments such as we have in Utah are rare and need to be protected.
B. The visitors will see examples (graphic and pictorial) of relationships that exist within riparian areas.
C. They will take the challenge and answer the question of what they can do to protect these fragile environments.

IV. **Interpretive Modes.**

A. Approach and directional signing.
B. One two-panel side trip bulletin board.
C. Trail signs will be 11x17-inch, 8-mil Lexan with a matte finish.
D. Include as a stop on self-guided auto tours.
E. Include site on restaurant place mats.
F. Guided evening hikes.

V. Cost Estimates.

A. Approach signing	$200
B. One two-panel side trip bulletin board	1,470
C. Graphic artwork and fabrication of 15 interpretive signs	1,500
F. Design and fabrication of 15 1/4-inch steel posts	1,500
G. Installation of steel posts and signs	1,500
	$6,170

VI. **Justification.** The Riverside Nature Trail is an extremely popular feature linking the Spring Hollow and Guinavah-Malibu Campgrounds. Existing interpretive services include a free pamphlet that interprets sites identified by a numbered wooden post. Redoing the trail using the "ribbon of life" theme is an opportunity to greatly enhance the interpretive experience for the visitor.

VII. Comments.

A. Interpretive services for this trail have been designed and are scheduled for installation during the 1993 summer field season.
B. Because of terrain it is not physically possible to make this trail barrier-free.

SITE: LOGAN WIND CAVES TRAILHEAD

Type: Adventure Side Trip

Site Number 6 **New or Existing** New

Location Milepost 379.5 **Seasonal Accessibility** April-November

Major Interpretive Resources Geological and Facility

Site Description: Site is located directly across the highway from the entrance to the Guinavah-Malibu Campground. The trailhead provides off-highway parking for 15 vehicles. Trail is popular with visitors camping at the 40-unit campground and is also a popular destination day hike for individuals from Logan.

Interpretive Significance: This trail leads to an interesting geological formation called the Logan Wind Caves.

I. Interpretive Themes.

A. The "caves" are actually a triple arch formed by the solution of limestone through a chemical weathering process.
B. The trail can be hot and dry, and hikers need to carry extra water for their comfort.
C. The hike takes about 2 hours round trip, and hikers should plan accordingly.

II. Site Objectives.

A. Provide visitors with a safe and esthetic setting before they begin their hike.
B. Provide visitors with the information they will need to maximize the experience of their outing.

III. Interpretive Program Objectives.

A. A majority of visitors will come away from this site with an understanding of how the "caves" were actually formed.
B. The visitors will receive information on proper trail etiquette.

IV. Interpretive Modes.

A. Approach signing.
B. Standard district two-panel bulletin board with Lexan signing.
C. Include as a stop on self-guided auto tours.
D. Include site on restaurant place mats.

V. **Cost Estimates.**

A. Approach signing	$200
B. Standard two-panel plywood bulletin board	1,470
C. Pave parking area (2,000 sq. ft.)	2,000
	$3,670

VI. **Justification.** The Logan Wind Caves trail is a favorite spring and fall hike. Many people start the hike with inadequate water and no real idea how steep the trail is or how long it will take them to complete. Trailhead information will improve the hike for many people.

VII. **Comments.** Because of terrain it is not physically possible to make this trail barrier-free.

SITE: GUINAVAH AMPHITHEATER

Type: Orientation Site

Site Number 7 New or Existing Existing

Location Milepost 379.5 Seasonal Accessibility April-November

Major Interpretive Resources Historical and Facility

Site Description: Site is located at the east end of the Guinavah-Malibu Campground. The CCC-era, limestone-and-timber amphitheater has a capacity of 350 people and is used extensively by the district for evening programs that treat a wide variety of natural resource topics. Site is also used by the public on a reservation basis for weddings, family reunions, and church services. Because of its age it is need of significant renovation.

Interpretive Significance: The CCC construction era provides a colorful look at the early development of the forest resources and recreation sites.

I. **Interpretive Theme:**

"Logan Canyon: A Portrait in Time"

The CCC (Civilian Conservation Corps) provided a wide range of construction and conservation work for the forest and was an important work program during the depression era.

II. **Site Objectives.**

A. Provide visitors with a safe, esthetic, and barrier-free facility.
B. Remodel and repair the amphitheater to provide barrier-free access, modern lighting system, and state-of-the-art audiovisual equipment.

III. **Interpretive Program Objectives.** Visitors will learn what the role of the CCC was during the 1930's and '40's.

IV. **Interpretive Modes.**

A. Approach and directional signing.
B. Develop and install an embedded fiberglass interpretive panel between parking area and amphitheater on the walkway.
C. Include as a stop on self-guided auto tours.
D. Include site on restaurant place mats.
E. Continue evening programs.

V. Cost Estimates.

A. Approach signing	$200
B. One three-panel Scenic Byway interpretive display	2,700
C. Improve accessibility	1,000
D. Replace electrical system	7,500
E. Add audiovisual system	5,000
F. Remodel dressing rooms	4,000
	$19,700

V. **Justification.** The Guinavah Amphitheater is a hidden gem on the Wasatch-Cache National Forest. It is an outstanding example of the quality work accomplished by the CCC. The evening programs presented during the summer camping season are a tradition.

VI. **Comments.** Source material for development of CCC story can be obtained in the "History of the Wasatch-Cache National Forest."

SITE: GUINAVAH-MALIBU CAMPGROUND

Type: Orientation Site

Site Number 8 **New or Existing** New

Location Milepost 379.5 **Seasonal Accessibility** April-November

Major Interpretive Resources Orientation and Facility

Site Description: Guinavah-Malibu Campground is an extremely popular lower canyon destination that is ideally suited for an orientation site.

Interpretive Significance: To provide visitors with an overview of the district, its interpretive theme, and the recreational and educational opportunities available here.

I. **Interpretive Theme:** "Welcome to the Logan Canyon Scenic Byway!" There are lots of interesting and exciting things to see and explore on your journey through Logan Canyon.

II. **Site Objective.** To develop an orientation display near the entrance to the Guinavah-Malibu Campground.

III. **Interpretive Program Objectives.**

A. Visitors will learn of the Scenic Byway interpretive theme and the recreational and educational opportunities on the district.
B. First-time visitors will take advantage of the self-guiding auto brochure.
C. First-time visitors will be surprised at all of the educational opportunities the district has to offer and be encouraged to return and experience some of them.

IV. **Interpretive Modes.**

A. Approach and directional signing.
B. One three-panel orientation site display.
   1. Forest and Scenic Byway maps with a "You are here" notation.
   2. Photos of some of the main recreational or educational sites with a brief text.
   3. Interpretation of the Scenic Byway theme.
   4. Interpretation of any seasonal attractions or events and any associated management concerns (OHV use, fire danger, hunter safety, etc.).

V. **Cost Estimate.**

A. Approach signing	$200
B. Orientation site display	2,700
	$2,900

VI. **Justification.** The orientation area provides an opportunity for forest visitors to learn of all the opportunities available along the Byway and

on the district. Many visitors will probably be unaware of these opportunities since this will be their first contact with the forest and district.

VII. **Comments.** Location of orientation site should be coordinated with campground concessionaire.

SITE: FUCOIDAL QUARTZITE

Type: Scenic Byway Display

Site Number 9 **New or Existing** Existing

Location Milepost 378.1 **Seasonal Accessibility** April-November

Major Interpretive Resources Geology and Facility

Site Description: This is an existing site that contains a routed redwood sign and gravel pullout. Is located immediately adjacent to highway and poses a significant safety hazard. It is a popular trailhead for local rock climbers and rapellers.

Interpretive Significance: Interpretive sign tells the story of fossilized worm burrows evident in large chunk of "out of place" rock. Site also includes a standard one-panel plywood bulletin board with map and information on district climbing policy.

I. **Interpretive Theme.** Existing interpretation is not related to Byway theme. It more or less serves to point out a surface phenomenon found on a nearby chunk of rock.

II. **Site Objectives.**

A. Because this site only rated moderate to low in site evaluation test, the recommendation is to remove it and reclaim the site.
B. Geological significance can be covered in self-guided auto tour and can be depicted on restaurant place mats.
C. Informational bulletin board will be retained.

III. **Interpretive Program Objectives.** Visitors using the self-guided auto tour will learn that rock from the Swan Peak formation was used as building stone for many structures in Logan, including the Logan Temple and Tabernacle.

IV. **Interpretive Modes.**

A. Include as a stop on self-guided auto tours.
B. Include site on restaurant place mats.

V. **Cost Estimate.** Removal of existing sign and site reclamation: $1,500

VI. **Justification.** The site presents significant safety hazards to visitors and should be removed and reclaimed.

VII. **Comments.** Source material for development of the auto tours can be found in the "History of the Wasatch-Cache National Forest," the "Geologic Tours of Northern Utah," and Robert Oaks's unpublished manuscript on the geology of Logan Canyon.

SITE: JARDINE JUNIPER TRAILHEAD

Type: Adventure Side Trip

Site Number 10 **New or Existing** Existing

Location Milepost 384.6 **Seasonal Accessibility** May-November

Major Interpretive Resources Biological, Historical, and Facility

Site Description: Site is located approximately 1/4 mile north of Wood Camp Campground on FR 012. Facility includes a gravel parking area and horse unloading ramp.

Interpretive Significance: This trail provides access to the Mount Naomi Wilderness and the Jardine Juniper tree. Wood Camp Hollow was a major source of raw materials for railroad ties between 1869 to 1885.

I. **Interpretive Themes**

A. The Jardine Juniper tree is a 1,500-year-old Rocky Mountain juniper.
B. The trail can be hot and dry, and hikers need to carry extra water for their comfort.
C. The hike is 10 miles long round trip, and hikers should plan on 4.5 to 5 hours to complete the trip.
D. Chinese railroad workers and pioneers removed many trees from this area between 1869 and 1885 that were used to bring the railroad to Cache Valley.

II. **Site Objectives**

A. Provide visitors with a safe and esthetic setting before they begin their hike.
B. Provide visitors with the information they will need to maximize the experience of their outing.

III. **Interpretive Program Objectives**

A. Visitors will come away from this site with an understanding that the Jardine Juniper is very old and needs to be treated with care and respect.
B. The visitors will receive information on proper trail etiquette.
C. They will find accurate information on trail length, elevation gain, and average hiking time.

IV. **Interpretive Modes**

A. Approach signing.
B. Standard one-panel bulletin board with Lexan signing for interpretation of hike and Jardine Juniper.
C. Include as a stop on self-guided auto tours.
D. Include site on restaurant place mats.

V. **Cost Estimates**

A. Approach signing	$200
B. Standard one-panel plywood bulletin board	800
	$1,000

VI. **Justification.** The Wood Camp Hollow trail to the Jardine Juniper is an extremely popular day hike. It can be very hot and dry during the heat of the summer and catches many people unprepared. Additionally, many people are not aware of the role the Chinese laborers played in the history of the settlement of the valley.

VII. **Comments.** Because of terrain it is not possible to make this trail barrier-free.

SITE: RICKS SPRINGS

Type: Scenic Byway Display

Site Number 11 **New or Existing** Existing

Location Milepost 389.9 **Seasonal Accessibility** April-November

Major Interpretive Resources Historical, Geological, and Facility

Site Description: This site is a popular midcanyon stop that features a cavern, spring, trail, bridge, and parking areas on both sides of the highway.

Interpretive Significance: The site is named after Thomas A. Ricks, who, under the direct supervision of Brigham Young, mapped the route to Bear Lake in 1865. The water from the spring has been collected by locals for years, but in the early 1980's it was determined at least a portion of the water was from the Logan River and very likely contains giardia.

I. Interpretive Themes

"Logan Canyon: A Portrait in Time."

A. Thomas Ricks first described this site in 1865 while he was mapping the route to Bear Lake.
B. These springs are similar to Dewitt Springs and are the result of geological faulting.
C. The water coming out of the cavern contains river water and is not safe to drink. In all likelihood it contains giardia, which can cause severe intestinal problems.

II. Site Objectives. Provide visitors with a safe, esthetic, barrier-free interpretive experience.

III. Interpretive Program Objectives

A. Visitors will come away from this site with some insight into what it must have been like here in upper Logan Canyon in 1865.
B. The visitors will see examples (graphic and pictorial) of locals coming to Ricks Springs to gather the water.
C. They recognize that giardia is a very unpleasant microorganism and that the water is no longer safe to drink.

IV. Interpretive Modes

A. Approach signing.
B. One three-panel anodized aluminum interpretive display with information on
   1. the life and times of Thomas Ricks,
   2. the popularity of the "spring" water, and
   3. giardia.
C. Include as a stop on self-guided auto tours.
D. Include site on restaurant place mats.

V. Cost Estimates

A. Approach signs	$200
B. One three-panel anodized aluminum interpretive display	2,000
C. Trail and bridge improvements	3,500
D. Landscaping	1,000
	$6,700

VI. **Justification.** Ricks Springs is a very popular site. Current use is estimated to be approximately 40,000 visits per year. There are no interpretive services available at the site at this time. Need exists to inform visitors that the water is not safe to drink. Ricks's story is notable in that his survey party was acting under the direct orders of Brigham Young.

VII. **Comments.**

A. Source documents for development of story lines include "Geologic Tours of Northern Utah," the unpublished manuscript of Robert Oaks on the geology of Logan Canyon, and the "History of the Wasatch-Cache National Forest."
B. Safety is an issue at this site. Final decision will be based on recommendations contained in Logan Canyon environmental impact statement.

SITE: TONY GROVE ORIENTATION SITE

Type: Orientation Site

Site Number 12 New or Existing New

Location Milepost 393.8 Seasonal Accessibility May-November

Major Interpretive Resources Orientation

Site Description: This site is located at the junction of the Byway and the Tony Grove road. It is the access point to the Tony Grove recreation area, the Lewis M. Turner Campground, and the Tony Grove Ranger Station and is ideally suited for an orientation display.

Interpretive Significance: To provide visitors with an overview of the district, the interpretive theme for the Byway, and recreational and educational opportunities available on the district and forest.

I. **Interpretive Theme:** "Welcome to the Logan Canyon Scenic Byway!" To provide an overview of recreational and educational opportunities on the Logan Ranger District.

II. **Site Objective:** To develop an orientation display at the junction of the Byway and the Tony Grove road.

III. **Interpretive Program Objectives**

A. Visitors will learn of the Scenic Byway interpretive theme and recreational and educational opportunities on the district.
B. First-time visitors will be surprised at all of the educational opportunities the district has to offer and be encouraged to return and experience some of them.

IV. **Interpretive Modes**

A. Approach and directional signing.
B. One three-panel orientation site display. The information provided would include:
   1. Forest and Scenic Byway maps with a "You are here" notation.
   2. Photos of some of the main recreational or educational sites with a brief text.
   3. Interpretation of the Scenic Byway theme.
   4. Interpretation of any seasonal attractions or events and any associated management concerns (OHV use, fire danger, hunter safety, etc.).

V. **Cost Estimates**

A. Approach signing	$200
B. One three-panel orientation site display	2,700
	$2,900

V. **Justification.** The orientation area provides an opportunity for forest visitors to learn of all the opportunities available along the Byway and on the district. Many visitors will probably be unaware of these opportunities, and this will provide their first contact with the forest and district.

SITE: TONY GROVE RANGER STATION

Type: Scenic Byway Display

Site Number 13 **New or Existing** Existing

Location Milepost 393.8 **Seasonal Accessibility** June-October

Major Interpretive Resources Historical and Facility

Site Description: This site is located just west of the junction of the Byway and the Tony Grove road. The compound consists of a number of existing facilities including the ranger station, a barn, a wheel house (used to generate electricity for the compound), and a storage shed. The ranger station is a log cabin built in 1907, and the other structures in the compound are wood-framed buildings erected in the 1930's. The compound was recently included in the National Register of Historic Places.

Interpretive Significance: Since its first construction in 1907, the compound has been in continuous use by the Forest Service, first as a back-country ranger station and living quarters for patroling rangers, then in the 1930's as a tree nursery and a Civilian Conservation Corps camp. It was used for the collection of winter snow data from the 1950's to the 1970's and currently serves as an administrative site and housing for Forest Service recreation guards. The compound is enclosed by a rail fence.

I. Interpretive Theme:

"Logan Canyon: A Portrait in Time."

A. Life on a back-country ranger station in 1907 could be a lonely existence, but is was also one full of adventure.
B. The mission of the Forest Service, "Caring for the Land and Serving People," is much more than cutting trees.
C. Ecosystems and the natural environment: There is a need for balance and sustainability in our natural environment, and man is the principal role player.

II. Site Objectives

A. To provide visitors with a safe, esthetic, and barrier-free facility.
B. To provide them with a entertaining and thought-provoking opportunity to stroll through a turn-of-the-century ranger station.
C. To restore the site and facilities to what they were in 1907.
D. To prepare a self-guided tour and brochure for the compound.

III. Interpretive Program Objectives

A. Visitors will learn what the mission on the Forest Service is today versus what it was in 1907.
B. Visitors will get a taste of the isolation and adventure opportunities the district has to offer and be encouraged to return and experience some of them.

C. They will gain an appreciation of the complexities involved in managing ecosystems so they are harmonious within themselves, yet provide a sustainable flow of goods and services.

IV. Interpretive Modes

A. Approach and directional signing.
B. Three three-panel interpretive displays.
C. Six-station self-guided trail.
D. Barrier-free hardened trail.
E. Barrier-free access to cabin.
F. Include as a stop on self-guided auto tours.
G. Include site on restaurant place mats.
H. Brochure explaining history of the compound.

V. Cost Estimates

A. Approach signing	$200
B. Three three-panel orientation display	8,100
C. Six-station self-guided trail	6,000
D. Pave trail system (6 by 950 feet)	9,000
E. Barrier-free access to cabin	2,500
	$25,800

VI. Justification. The Tony Grove Ranger Station offers a truly unique opportunity to interpret the historical operations of the Forest Service while enlightening visitors about the modern-day Forest Service.

VII. Comments

A. There are two similar interpretive facilities not far from the Tony Grove Ranger Station. Visitors at the Jensen Historical Farm or the Temple Mill site will see the same turn-of-the-century historical perspective and may wish to take the opportunity to experience how a Forest Service ranger station functioned during the same period.
B. This particular site is an excellent candidate for ISTEA (Intermodal Surface Transportation Efficiency Act) funding under the Cultural and Historic Resources Protection section.
C. Source material for the story line is available in the "History of the Wasatch-Cache National Forest," in "The Forest Service: A Study in Public Land Management" by Glen Robinson, and in the series "The Next Era of Land Stewardship and Conservation--Breaking New Ground."

SITE: TONY GROVE LAKE NATURE TRAIL

Type: Adventure Side Trip

Site number 14 **New or Existing** Existing

Location Milepost 393.8 **Seasonal Accessibility** July-October

Major Interpretive Resources Geological and Facility

Site Description: This site is located 7 miles east of the junction of the Byway and the Tony Grove road. The Tony Grove Lake complex is the heart of the summer developed and dispersed recreation programs. The site comprises a 39-unit campground, a day use flat-water fishing opportunity, and a major trailhead leading to the Mount Naomi Wilderness and the White Pine Lake area.

The existing self-guided nature trail is about 1 mile long and circles the lake. It consists of 15 stations which are marked on the ground with wooden posts. A free interpretive brochure is available at the trailhead. The trail tread is in poor condition, and much of it needs to be reconstructed.

Interpretive Significance: This beautiful cirque basin is an excellent opportunity to interpret the geomorphology of the area. Visitors can see evidence of glacial activity as well as the effects of weathering on the limestone rock that dominates the landscape.

I. Interpretive Themes

A. Change! This mountain landscape looks stable, but it has seen many changes.
B. Some of these changes took place in geologic time, long before humans first appeared; others are still in progress.
C. Some occurred over millions of years; others occurred in just a few hours.
D. Man has long been a visitor here and has also brought about some of the change we see today.

II. Site Objectives

A. Provide visitors with a safe, esthetic, and at least partially barrier-free interpretive experience.
B. Erect a trailhead display at the day use area.
C. Provide interpretive signing for 12-15 sites along trail.
D. Construct a viewing deck and interpretive signing for Tony Grove Lake.
E. Replace existing restroom with a two-unit, barrier-free flush toilet.
F. Reconstruct existing trail to provide barrier-free facility.

III. Interpretive Program Objectives

A. Visitors will come away from this experience with an understanding that change is a continuous process in nature.
B. The visitors will see examples (graphic and pictorial) of the forces (geological and human) that shaped the Tony Grove basin.

C. They will take the challenge and answer the question of what they can do to protect these fragile environments.

IV. Interpretive Modes

A. Approach and directional signing.
B. Standard two-panel bulletin board.
C. Trail signs will be 11x17-inch Lexan mounted on plywood and bolted to steel signposts.
D. One three-panel anodized aluminum display.
E. Include as a stop on self-guided auto tours.
F. Include site on restaurant place mats.
G. Guided evening hikes.

V. Cost Estimates

A. Approach signing	$200
B. Standard two-panel bulletin board	1,470
C. Graphic artwork and fabrication of 15 interpretive signs	1,500
D. Design and fabrication of 15 1/4-inch steel posts	1,500
E. Delivery and installation of steel posts and signs	1,500
F. One three-panel anodized aluminum interpretive display	2,700
G. Viewing deck	3,000
H. Two-unit restroom	29,000
I. Reconstruct trail	20,000
	$60,870

VI. Justification. The Tony Grove Lake area is the flagship of the district's developed recreation area. The Tony Grove Nature Trail is also an extremely popular trail. Existing interpretive services include a free pamphlet that interprets sites identified by numbered wooden posts. Reconstructing the trail and interpreting the theme of change is an outstanding opportunity to enhance the interpretive experience for the visitor.

VII. Comments

A. Interpretive services for this trail will be designed and are scheduled for installation during the 1993-94 summer field season.
B. The trail around the lake is the best opportunity on the district to create a barrier-free outdoor interpretive experience. The trail will need to be surveyed to determine the practicality of and extent of barrier-free access.
C. Source documents for story lines include "Geologic Tours of Northern Utah," the unpublished manuscript of Robert Oaks on the geology of Logan Canyon, and the "History of the Wasatch-Cache National Forest."

SITE: FRANKLIN BASIN

Type: Scenic Byway Display

Site Number 15 **New or Existing** Existing

Location Milepost 397.0 **Seasonal Accessibility** Year-round

Major Interpretive Resources Historic and Facility

Site Description: This site looks into a township that consists of both private land and land administered by the Utah Department of Lands. Franklin Basin is a popular dispersed recreation area in the summer and a popular snowmobiling and cross-country skiing area in the winter. A groomed snowmobile trail running from Monte Cristo to Soda Springs, Idaho, also runs through the area. Facilities include a parking area and restroom.

Interpretive Significance: The Franklin Basin area is approximately 28,000 acres in size and is the headwaters of the Logan River. Revenues generated from mineral extraction, grazing, and timber management go to the Utah School Trust. An interpretive site here is a good opportunity to present the idea of multiple-use lands managed by the State going to fund the State's school system.

I. Interpretive Themes

"Logan Canyon: A Portrait in Time."

A. The lands of the upper Logan River watershed have in the past provided many products.
B. The School Trust lands were set up to provide an uninterrupted source of revenue for the schools of Utah.
C. At one time a steam-driven sawmill operated along the bank of the Logan River.

II. Site Objectives

A. Provide visitors with a safe, esthetic, barrier-free interpretive experience.
B. Replace existing restroom with a two-unit, sweet-smelling vault toilet.

III. Interpretive Program Objectives

A. Visitors will come away from this site with some insight (graphic and pictorial) into the timber and mineral extraction activities that have taken place here in the past.
B. They will come away with a good feeling on the role of School Trust lands.

IV. Interpretive Modes

A. Approach signs.
B. One three-panel anodized aluminum interpretive display.

C. Include as a stop on self-guided auto tours.
D. Include site on restaurant place mats.

V. Cost Estimates

A. Approach signs	$200
B. One three-panel anodized aluminum interpretive display	2,700
C. Landscaping	1,000
D. Replace existing restroom	25,000
	$28,900

VI. Justification. The Franklin Basin area is an extremely popular summer, fall, and winter dispersed recreation area. Many people are unaware of the mission of the Department of Lands and the mandate for the management of these lands.

VII. Comments

A. Source documents for story lines include "Geologic Tours of Northern Utah," the unpublished manuscript of Robert Oaks on the geology of Logan Canyon, and the "History of the Wasatch-Cache National Forest." Additional information on the history of the School Trust lands can be obtained from the Utah Department of Lands.
B. Development of this site will depend on outcome of the proposed land exchange between the Forest Service and the Department of Lands.
C. Site plan should provide for separation between snow storage areas and location of interpretive display.

SITE: BEAVER JUNCTION

Type: Scenic Byway Display and Orientation Site

Site number 16 New or Existing New

Location Milepost 399.7 Seasonal Accessibility May-October

Major Interpretive Resources Historic, Orientation, and Facility

Site Description: The location of this proposed site is at the turnoff to the Beaver Mountain Ski Area. The point has more than 85,000 visitors pass by on their way to participate in various winter sports activities. It is also located approximately 1/4 mile west of the Beaver Creek Lodge, which is an outfitter and guide operation offering lodging, horseback trips, and snowmobile trips.

Interpretive Significance: Beaver Junction has great potential for an interpretive site, picnic area, and trailhead for the Great Western Trail. It is the best site available to tell the history of the Logan Canyon highway.

I. Interpretive Themes

"Logan Canyon: A Portrait in Time."

n A. Scenic Byway.
   1. The development of the Logan Canyon highway can be summed up as "The shortest distance between two points is not necessarily a straight line."
   2. The road, which was originally a toll road, was begun in 1862 and is still being worked on today.

B. Orientation: To provide an overview of recreational and educational opportunities on the Logan Ranger District.

II. Site Objectives

A. To provide visitors with a safe, esthetic, and barrier-free facility.
B. To provide visitors with a pleasant roadside picnic area that includes picnic tables, restroom, interpretive opportunity, and orientation information.
C. Provide directional signing for the Great Western Trail.

III. Interpretive Program Objectives

A. Visitors will learn of the Scenic Byway interpretive theme and recreation and educational opportunities on the district.
B. First-time visitors will be suprised at all of the educational opportunities the district has to offer and be encouraged to return and experience some of them.
C. Visitors will gain an appreciation for the enormous human effort that was involved in constructing the road between Logan and Bear Lake that so many today take for granted.

IV. Interpretive Modes

A. Approach and directional signing.
B. One three-panel orientation site display.
C. One three-panel interpretive display.
D. Include as a stop on self-guided auto tours.
E. Include site on restaurant place mats.

V. Cost Estimates

A. Approach signing	$200
B. One three-panel orientation display	2,700
C. One three-panel interpretive display	2,700
D. Pave parking area (18,000 sq. ft.)	18,000
E. Steps and trail system (5 by 800 feet)	10,500
F. Two-unit vault restroom	25,000
G. Five picnic tables	3,500
H. Landscaping	1,000
I. Great Western Trail signing	1,000
	$64,600

V. **Justification.** The Beaver Junction site is an excellent opportunity to combine an upper canyon picnic site with an interpretive opportunity. This site is the best chance to interpret the contribution of the persons who gave so much of their lives constructing the highway.

VI. Comments

A. This site can double as a snowmobile trailhead in the winter months. Final design should include input from UDOT (Utah Department of Transportation) to ensure snow removal is possible.
B. Source documents for story development include the "History of the Wasatch-Cache National Forest," an unpublished manuscript by John K. Wood entitled "Roads and Trails of the Wasatch-Cache National Forest," and another unpublished manuscript by B.J. Yonce entitled "Transportation and Road Development in Logan Canyon."

SITE: LIMBER PINE CHILDREN'S NATURE TRAIL

Type: Adventure Side Trip

Site number 17 **New or Existing** Existing

Location Milepost 404.9 **Seasonal Accessibility** June-October

Major Interpretive Resources Biological and Facility

Site Description: The site, located at an elevation of 7,800 feet, is a self-guided nature trail located on the divide between the Logan River drainage and Bear Lake. The trail is laid out in the shape of a loop, is approximately 1 mile long, and takes about an hour to hike.

Interpretive Significance: The trail leads to a limber pine tree that is actually five or six trees which have grown together. It is about 560 years old. The trail winds through mixed conifer forest and aspen and sagebrush groves. It is an excellent place to portray various ecosystem relationships.

I. **Interpretive Theme.** The theme of this trail is "connections." When you try to change any single thing, you find it hitched to everything else in the universe.

II. **Site Objectives**

A. Provide visitors with a safe and esthetic interpretive experience along the Bear Lake Summit.
B. Create a trailhead display.
C. Erect interpretive signing for 12-15 sites along trail.
D. Add approach signing.
E. Provide a two-unit vault restroom.

III. **Interpretive Program Objectives**

A. Develop a children's nature trail for the fourth-grade level. Esthetics, layout, and attractive signing will, however, make it a very pleasurable experience for children of all ages.
B. Visitors will come away from this site with an understanding that everything they see in nature is connected to something else.
C. Visitors will see examples (graphic and pictorial) of relationships between plants, animals, and the earth within and between several different plant communities.
D. Visitors will see examples of how careless acts can leave their mark on the land.

IV. **Interpretive Modes**

A. Approach and directional signing.
B. Standard one-panel bulletin board.
C. Trail signs will be 11x17-inch, 8-mil Lexan with a matte finish.
D. Include as a stop on self-guided auto tours.
E. Include site on restaurant place mats.
F. Guided evening hikes.

V. Cost Estimates

A. Approach signing	$200
B. Standard one-panel bulletin board	800
C. Graphic artwork and fabrication of 15 interpretive signs	1,500
F. Design and fabrication of 15 1/4-inch steel posts	1,500
G. Installation of steel posts and signs	1,500
H. Two-unit vault restroom	25,000
	$30,500

VI. **Justification.** The Limber Pine Nature Trail has been a very popular hike for visitors since its inception in the late 1960's. Existing interpretive services include a free pamphlet that interprets sites identified by numbered wooden posts. Redesigning the trail and making it more thematic is an opportunity to greatly enhance the interpretive experience for the young visitor. Both the Cache and Logan school districts will be using the trail for fall field trips.

VII. Comments

A. Interpretive services for this trail have been designed and are scheduled for installation during the 1993 summer field season.
B. Because of terrain it is not physically possible to make this trail barrier-free.

SITE: BEAR LAKE OVERLOOK

Type: Scenic Byway Display and Orientation Site

Site Number 18 **New or Existing** New

Location Milepost 405.7 **Seasonal Accessibility** April-November

Major Interpretive Resources Historical, Geological, Orientation, Biological, and Facility

Site Description: The site is a popular stop for visitors traveling the Byway. It offers a panoramic view of the stunning aquamarine waters of Bear Lake and the surrounding area.

This site is in many ways similar to the Lady Bird Overlook (Site 1). It is the east portal to Logan Canyon for travelers heading toward Logan and is the west portal to the Bear Lake area for travelers heading to Jackson Hole and Yellowstone and other points east.

The existing facility consists of an asphalt parking area and a wildlife interpretive display provided by the Bear Lake Regional Commission. The site has no sanitary facilities and is only partially accessible.

Interpretive Significance: 1992 recreation information management data estimates 82,000 people annually visit the Bear Lake Overlook. The site and its spectacular view make it ideally suited for an orientation display and interpretive displays telling the stories of the area's rich history, the unique geology and fish of Bear Lake, and the three eras of exploitation, conservation, and stewardship.

I. **Interpretive Themes:**

"Logan Canyon: A Portrait in Time."

A. There have been three broad eras of land use associated with the settlement of the North American continent: exploitation, conservation, and stewardship.
2. The history of Bear Lake is full of colorful stories about the mountain men who rendezvoused here in 1826 and '27 and the settlers who passed through the area on their way west along the Oregon Trail.
3. Earthquake activity 8,000 years ago created the conditions that give the lake its color and provide habitat for four species of fish found nowhere else in the world.
4. "Welcome to the Logan Canyon Scenic Byway!" There are lots of interesting and exciting things to see and explore on your journey through Logan Canyon.

II. **Site Objectives.**

A. Provide visitors with a safe, barrier-free place to stop, use the restroom, get a drink of water, have a picnic, and enjoy the view.
B. Create interpretive media for

1. the stewardship and conservation story,
2. information on the recreational and interpretive opportunities on and off the Scenic Byway,
3. describing the events that give the lake its color and unique populations of fish, and
4. telling the story of the mountain men and settlers heading west on the Oregon Trail.

C. Make an outdoor display for visitor orientation to the district and its many recreational and educational opportunities.
D. Maintain and enhance the visual quality of the site.
E. Ample parking to accommodate RV's and motorcoaches.

III. Interpretive Program Objectives

A. Visitors will recognize America has entered a new era of land stewardship and will have a sense of what it may mean to them. They will also be introduced to concepts created in programs like "Take Pride in Utah," "Leave No Trace," and "Tread Lightly." Visitors will understand why it is important now more than ever that we be wise stewards of our public lands.
B. Visitors will gain an understanding and historical perspective of the mountain men and settlers.
C. They will learn about the powerful earthquake that occurred 8,000 years ago and isolated Bear Lake from the Bear River.
D. They will leave with an understanding of what the Scenic Byway program is about. They will also know there is a diverse array of recreation and educational opportunities that lie ahead to the east and find there are many things to see and do in Logan and the surrounding area.

IV. Interpretive Modes

A. Approach signing.
B. One three-panel orientation site display.
C. Three three-panel anodized aluminum interpretive display:
   1. Historical.
   2. Geological and wildlife.
   3. Land stewardship and conservation (bookend display with Lady Bird Overlook).
D. Include as a stop on self-guided auto tours.
E. Include site on restaurant place mats.

V. Cost Estimates

A. Approach signing	$200
B. Orientation site display	2,700
C. Three 3-panel anodized aluminum interpretive displays	8,100
D. Paved path (6 by 520 feet)	7,800
E. Paved parking (34,000 sq. ft.)	34,000
F. Four-unit restroom	35,000
G. Picnic tables (4 at $700 each)	2,800
H. Picnic Shelters (4 at $2,000 each)	8,000
I. Water System	20,000
J. Landscaping	3,000
	$221,600

VI. **Justification.** The site is a key stop because of the use it is currently receiving and because it is the east portal to the Scenic Byway.

VII. **Comments**

A. For the reasons above it is crucial that site development be state-of the-art and reflective of the very best we can do, integrating interpretive services and site design.
B. This site is the east portal to the Byway and will serve as a bookend site to the Lady Bird Overlook.
C. Cultural and historical story development will be provided by A.J. Simmonds, curator of the USU historical archives. Additional source material is available in the "History of the Wasatch-Cache National Forest." Geological information is available in "Geologic Tours of Northern Utah" and in an unpublished manuscript on the geology of Logan Canyon by Robert Oaks available at the Logan District office. The story of land stewardship and conservation is contained in "The Next Era of Land Stewardship and Conservation--Breaking New Ground" series. Background on the National Scenic Byway program will be provided by the Forest Service.

SITE: GARDEN CITY VISITORS CENTER

Type: Scenic Byway Display

Site Number 19 **New or Existing** Existing

Location Milepost 411.7 **Seasonal Accessibility** April-November

Major Interpretive Resources Historical and Facility

Site Description: The Visitors Center consists of two small log buildings located at the intersection of US 89 and SR 30. The center is staffed by volunteers who assist visitors and hand out printed material on the area. The center has no restroom facilities or water. The land is privately owned and leased to the Bear Lake Regional Commission. The term of the lease is not fixed.

Interpretive Significance: The center receives approximately 20,000 visitors per year between May 15 and September 15. It is the logical choice of location to provide information on the history of Garden City and on things to see and do while visiting Bear Lake.

I. **Interpretive Themes.** Discover Bear Lake! The communities surrounding Bear Lake provide services to meet your every recreational need.

II. **Site Objectives.** Provide visitors with a central location to receive information and ask questions on things to see and do in the area.

III. **Interpretive Program Objectives**

A. Visitors will be able to easily identify the Visitors Center and know it is the place to go to get their questions answered.
B. They will appreciate the ease and convenience of using the facilities.

IV. **Interpretive Modes**

A. Approach signing.
B. One three-panel anodized aluminum interpretive display.
C. Include as a stop on self-guided auto tours.
D. Include site on restaurant place mats.

V. **Cost Estimates**

A. Approach signing	$200
B. One 3-panel anodized aluminum interpretive display	2,700
	$2,900

VI. **Justification.** This site is a logical location for a visitors center. The lack of a termable lease is a valid consideration.

VII. Comments

A. Coordinate with UDOT on obtaining ISTEA enhancement dollars for site improvements and possible outright purchase.
B. Source material for story development available through A.J. Simmonds, curator of the USU historical archives. Additional material available in the "History of the Wasatch-Cache National Forest" and through the Bear Lake Regional Commission.

H. Proposed Brochures, Programs, and Other Services.

1. Logan Canyon Scenic Byway brochure. This full-color brochure would provide a mile-by-mile interpretation of the sights encountered between the Lady Bird Overlook and Garden City at the terminus of the Byway at Bear Lake. It would include a map of the Byway and information on the cultural history, geology, plants and animals, camping opportunities, trails, interpretive opportunities, and lodging. Half-toned photos or line drawings of common wildlife, vegetation, and area attractions would be included. The brochure would be available at no charge through campground hosts, and at certain locations in Logan, Garden City, and throughout the region.

   Contract production (10,000 copies) $7,500

2. Logan Canyon Scenic Byway audiotape. This would be an audio version of the brochure described above. It would be paced by average vehicle speed for different sections in the canyon and would feature a nationally known narrator. The tape would be distributed at local chambers of commerce, Forest Service offices, area bookstores, and through tour bus companies operating routes through the canyon.

Contract production	$10,000
Reproduction (500 copies)	500
	$10,500

3. Logan Canyon Scenic Byway videotape. This is a 30-minute souvenir videotape of the sites and sounds encountered along the Byway. Like the audiotape it would feature a nationally known narrator. The video would portray the unique beauty of the canyon and the seasonal variations in color and appearance. The tape could also be used as a marketing tool for the area.

Contract production	$20,000
Reproduction (500 copies)	750
	$20,750

4. Logan Canyon Scenic Byway Adventure Side Trips. This project would consist of a free brochure that would provide written descriptions and directions to popular drives and hikes into the Logan Ranger District back country. Marketing and distribution would be the same as described for the auto tours.

   Contract production (10,000) $7,500

5. Service personnel training. Contract development of training package for service personnel in Cache County and the north end of Rich County. Objectives would be to emphasize the tourism aspects of customer service so government and private sector employees would be able to anticipate and meet the expectations of customers visiting the area.

   Contract development (cost to be determined)

6. Restaurant place mats. Design a restaurant place mat that would show the popular stops, trails, and roads along the Byway and in surrounding communities.

   Contract production (20,000 copies) $4,000

7. Scenic Byway interpretive sign prints and note cards. Produce artist's prints of the most popular interpretive signs. Prints and note cards would be sold at local retail outlets and interpretive association outlets.

   Contract production (cost to be determined)

8. Children's coloring book. Produce a 20-page coloring book that is based on interpretive themes presented at each of the major displays along the Byway. Each page would spotlight a natural or historical feature related to that stop and offer an accurate, artistic drawing for a child to color. There would also be a short description in language appropriate for children telling what the feature is and why it is important or interesting. The coloring book would be sold at retail and interpretive association outlets along the Wasatch Front.

   Contract production (1,000 copies) $4,000

I. Monitoring and Evaluation. The following table of recommended methods for monitoring and evaluating interpretive services is taken from "A Handbook For Evaluating Interpretive Services" (USDA Forest Service, 1992).

TABLE 4. EVALUATION AND MONITORING TECHNIQUE MATRIX

Type of Interpretive Service	Objectives		
	Enjoyment	Learning	Behavior
PERSONAL Guided walks, talks, etc.	Group interview	Group interview Response card	Observation
NON-PERSONAL Self-guided activities, exhibits, etc.	Group interview	Group interview Response card	Observation
WRITTEN TEXTS Publications, exhibit and sign texts	Readability analysis Group interview	Group interview	

The following is a brief description of the evaluation techniques included in the above table.

a. Response card technique: A method in which individuals report what they learned from an interpretive service they have experienced. This approach is quantitative. Visitors can be randomly selected to receive the cards, which allows their responses to be generalized to other visitors who receive the same interpretive service.

b. Group interview: A qualitative technique that uses group discussion and interaction to gather opinions and feelings. The value of group interaction is that visitors are prompted to voice ideas they may not be able to articulate on their own. In addition, they can elaborate on those ideas, providing greater depth of information.

c. Observation: An unobtrusive way to collect information about visitor behavior in response to interpretive messages. As with the response card technique, this is a quantitative method. Visitors to be observed are randomly selected, allowing generalization.

d. Readability analysis: A numerical system for determining the readability of texts, like those on brochures and signs. Here the assumption is made that if an interpretive text is to be enjoyed it must be easy and interesting to read. This is a quantitative approach that does not rely on visitor input, and it is recommended to be used in conjunction with a technique like the group interview.

J. Implementation and operation. Table 5 contains a summary of recommended interpretive services and media, including budget estimates. The blocks for the fiscal year in which each should be implemented have not been completed. Pending final review and approval, the steering committee, district personnel, and forest recreation staff will meet to prioritize and schedule implementation of the approved projects.

For the various budget estimates for interpretive services or media, the costs reflect the estimated cost for that product if it were contracted out. These costs do not reflect other budget items that might be associated with each product or service, such as travel expenses, shipping costs, etc.

TABLE 5. LOGAN CANYON SCENIC BYWAY INTERPRETIVE SERVICES COST ESTIMATES AND IMPLEMENTATION SCHEDULE

Site #	Project	Cost Estimate	1995	1996	1997	1998	1999	Comments
1	Lady Bird / LRD Headquarters							
	Approach signs	$ 200						
	Orientation display	2,700						
	Historical display	2,700						
	Geological display	2,700						
	Stewardship display	2,700						
		$11,000						
2	Hydro II / Second Dam							
	Approach signs	$ 200						
	Hydroelectric display	2,700						
	Viewing deck	3,500						
	Logan River bridge	85,000						
		$91,400						
3	Lake Bonneville							
	Remove and reclaim							
4	Dewitt Springs							
	Approach signs	$ 200						
	Geological display	2,700						
	Trail system/view area	2,600						
		$ 5,500						
5	Riverside Nature Trail							
	Approach signs	$ 200						
	Two-panel bulletin board	1,450						
	15 station interpretive signs	4,500						
		$ 6,170						
6	Logan Wind Caves							
	Approach signs	$ 200						
	Two-panel bulletin board	1,470						
	Pave parking area [2000 sq.ft.]	2,000						
		$ 3,670						
7	Guinavah Amphitheater							
	Approach signs	$ 200						
	Historical display	2,700						
	Barrier-free access	5,000						
	Replace electrical system	7,500						
	Add audiovisual system	5,000						
	Remodel dressings rooms	4,000						
		$24,000						

TABLE 5 (continued)

Site #	Project	Cost Estimate	1995	1996	1997	1998	1999	Comments
8	Guinavah-Malibu Orientation Site							
	Approach signing	$ 200						
	Orientation display	2,700						
		$ 2,900						
9	Fucoidal Quartzite							
	Remove and reclaim	$ 1,500						
10	Jardine Juniper Trailhead							
	Approach signs	$ 200						
	One-panel bulletin board	800						
		$ 1,000						
11	Ricks' Spring							
	Approach Signs	$ 200						
	Historical/biological display	2,700						
	Trail/bridge improvements	3,500						
	Landscaping	1,000						
		$ 7,400						
12	Tony Grove Orientation Site							
	Approach signs	$ 200						
	Orientation display	2,700						
		$ 2,900						
13	Tony Grove Ranger Station							
	Approach signs	$ 200						
	FS Mission display	2,700						
	Historical display	2,700						
	Ecosystem display	2,700						
	6-station self-guided trail	6,000						
	Barrier-free trail (6' x 950')	9,000						
	Barrier-free access to cabin	2,500						
		$25,800						
14	Tony Grove Lake Nature Trail							
	Approach signs	$ 200						
	Two-panel bulletin board	1,470						
	15-station self-guided trail	4,500						
	Lake display	2,700						
	Viewing deck	3,000						
	Two-unit restroom	29,000						
	Reconstruct trail	20,000						
		$60,870						

TABLE 5 (continued)

Site #	Project	Cost Estimate	1995	1996	1997	1998	1999	Comments
15	Franklin Basin							
	Approach signs	$ 200						
	Historical display	2,700						
	Landscaping	1,000						
	Replace restroom	25,000						
		$28,900						
16	Beaver Junction							
	Approach signs	$ 200						
	Orientation display	2,700						
	Highway development display	2,700						
	Pave parking [18,000 sq.ft.]	18,000						
	Steps/trail system (5' x 800')	10,500						
	Two-unit vault restroom	25,000						
	Five picnic tables	3,500						
	Landscaping	1,000						
	Great Western Trail signs	1,000						
		$64,600						
17	Limber Pine Children's Trail							
	Approach signs	$ 200						
	One-panel bulletin board	800						
	15-station trail	4,500						
	Two-unit vault restroom	25,000						
		$30,500						
18	Bear Lake Overlook							
	Approach signs	$ 200						
	Orientation display	2,700						
	Historical display	2,700						
	Geological/wildlife display	2,700						
	Stewardship display	2,700						
	Trail system (6' x 520')	7,800						
	Paved parking [18,000 sq.ft.]	34,000						
	Four-unit restroom	35,000						
	Four picnic tables ($700 each)	2,800						
	Four picnic shelters ($2000 each)	8,000						
	Water system upgrade	20,000						
	Landscaping	3,000						
		$121,600						
19	Garden City Visitor Center							
	Approach signs	$ 200						
	Historical display	2,700						
		$ 2,900						
20	Brochures, Programs, Other Services							
	Scenic Byway Brochure	$ 7,500						
	Scenic Byway Audiotape	$10,500						
	Scenic Byway Videotape	$20,750						
	Adventure Side Trip Brochure	$ 7,500						
	Restaurant Placemats	$ 4,000						
	Prints and Note Cards	$ TBD						

K. Partnership Opportunities. Community involvement in forest projects is a tradition on the Logan Ranger District. The district has received state and national recognition through the "Take Pride in Utah" and the "Take Pride in America" programs for the partnerships it has organized in each of the last 3 years. These partnerships have involved local business, government, youth groups, families, and individuals, whose combined efforts have been valued at over $350,000 per year. A number of partners are on record in support of the development of interpretive sites along the Logan Canyon highway. They include the Cache-Rich Tourist Council, the Bridgerland Travel Region, the Utah Department of Transportation, Cache County, Rich County, the Bear River Association of Governments, the city of Logan, and Garden City. We are certain that similar accomplishments will continue when the energy these volunteers possess is marshaled into interpretive site development along the Logan Canyon Scenic Byway.

V. Summary

Tourism is a vital part of the economy in both Cache and Rich Counties. Over the next decade Rich County looks to tourism as its primary growth area. Agriculture and government activity have plateaued, and the potential for tourism growth is promising. While Cache's diverse economy is not dependent on tourism, it is regarded as an important segment for growth in the economy (Thompson, 1993).

The proposed projects will have a profound impact on tourism in the two counties. The new interpretive services proposed for the Byway will encourage recreationists from the Wasatch Front, the largest component of tourists to the area, to stay longer and use the Byway's resources more often.

TABLE 6. SUMMARY OF MAJOR SITES AND PROGRAMS

10 Byway Interpretive Sites
5 Orientation Sites
5 Adventure Side Trip Sites
3 Self-guided Nature Trails
2 Existing Sites Removed
Scenic Byway Auto Tours
Adventure Side Trips
Brochure
Service Training
Placemats
Note Cards
Children's Coloring Book

The 3,000-plus bus tours passing through the Byway represent the largest untapped potential tourism market for the area. Almost all are destined for Salt Lake City or the Yellowstone and Jackson areas. The improved pullouts, interpretive displays, and day use recreation facilities will undoubtedly induce more of the bus tours to stop and enjoy the attractions in Logan Canyon. If the tours take more time on the Byway they are more

likely to stay overnight in area motels, eat in area restaurants, and shop in area stores. Bus tours on the average spend $7,000 per day (Thompson). Even a marginal increase in the time buses stay in the area will likely have a substantial effect.

Quality of life is one of the prime considerations, if not the highest, as businesses look for areas for expansion or relocation. Cache County particularly is experiencing strong interest from businesses across the nation. One of the strongest components of the area's quality-of-life mix is the easy and quick access to excellent outdoor recreation opportunities, Logan Canyon being the most highly regarded. Anything done to improve the utility of the canyon's resources will encourage further economic development and improve the retention of existing businesses and employees.

VI. Recommendations. A number of tasks, most of which deal with implementation, remain:

A. NEPA. The National Environmental Policy Act mandates that Federal agencies analyze and disclose the effects of any actions they undertake. The only project identified in this interpretive guide that is NEPA-sufficient is the Hydro II Park/Second Dam. The interpretive displays planned for the Lady Bird Park/Logan Ranger District headquarters and the Garden City Visitors Center are not located on National Forest System land and do not require NEPA compliance. The remainder of the projects described in this guide will require it.

B. Recreation Opportunity Spectrum Classification. The Forest Plan classified the entire Logan Canyon highway corridor as "roaded natural." The evidence of manmade development is significant, particularly in the lower segment of the canyon. High daily traffic volumes coupled with the presence of hardened campgrounds, recreation residences, two power plants, private homes, and a restaurant suggest amending the current classification to rural. The rural classification more realistically reflects the existing level of development and land modification in the lower canyon and offers the opportunity to develop a greater variety of management opportunities. This situation was also remarked by Butkus and Rieder in the upper canyon in the vicinity of the Tony Grove Ranger Station.

C. Intermodal Surface Transportation Efficiency Act of 1991. ISTEA represents a new model for transportation in America. It is more comprehensive than past highway bills and focuses considerable emphasis on state-wide and metropolitan planning, rural development, scenic beauty and landscaping, scenic byways, tourism, bicycle and pedestrian facilities, preservation of historic and cultural areas, and prevention of adverse effects on water quality, air quality, and wetlands. ISTEA requires an integrated approach by the States, involving local governments, the public, and the Forest Service to realize its full potential. The time to act on ISTEA is now! Using this guide as a platform, the district, the Utah Department of Transportation, the Cache-Rich Tourist Council, local government, and local citizens' groups should begin organizing to formulate plans and projects that meet the intent of ISTEA.

D. Prioritize and Schedule. The district, planning team, and specialists in the supervisor's office will need to meet to devise a strategy to fund the various projects described in the interpretive guide. Among the criteria to be used in this process are timing and site availability, partnership development, ISTEA funding opportunities for scenic byways and enhancements, State of Utah motorized and nonmotorized trail programs, and scenic byway development projects sponsored by the Wasatch-Cache. Once projects are prioritized it will become possible to incorporate those that are most appropriately funded by the Forest Service into the outyear budgeting process.

E. Volunteers and Partnerships. Continue to nurture and expand a strong and diverse cadre of volunteers to assist in development and implementation of individual site plans. Working with the local chamber of commerce, create a marketing strategy for the Byway that can be used to enlist the financial support of local and regional businesses. Forming partnerships with the motorcoach tour companies operating on the Byway should be aggressively explored.

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APPENDIX

Partners and Supporters

Local Government	Contact	Phone
Bear River Association of Governments	Jay Aguillar	752-7242
Cache County	Seth Allen	752-5935
Garden City	Bryce Nelson	946-2901
Logan City	Darla C. Clark	750-9803
Rich County	Dee Johnson	946-3210

Utah State University	Contact	Phone
Administrative Affairs	C. Wayne Smith	750-1146
Center for People with Disabilities	Marvin Fifield	750-1981
College of Education	Izar Martinez	750-1437
Conference and Institute Division	Dallas Holmes	750-1690
Developmental Center for Handicapped Persons	Sebastian Striefel	750-1985
Geology Department	Robert Oaks	750-3283
Historical Archives	A.J. Simmonds	750-2661

Utah State Government	Contact	Phone
Utah Department of Lands	Craig Pettigrew	752-8701
Utah Department of Transportation	Lynn Zollinger	752-5733
Utah Division of Wildlife Resources	Bruce Anderson	479-5143

Organizations	Contact	Phone
Boy Scouts of America	Neil Butterfield	752-4278
Cache-Rich Tourist Council	Doug Thompson	752-2161
Capitol Arts Alliance	Ralph Hoskins	753-6518
Mountain Land Travel Region	Darrell Cook	377-2262
Options for Independence	Helen Roth	753-5353

Businesses	Contact	Phone
Beaver Creek, Inc.	Brian Lundahl	753-1707
Beaver Mountain, Inc.	Ted Seeholzer	753-0921
Central Valley Machine	Audre Wursten	752-0934
Coca-Cola Company of Logan	Dave Harrison	752-3033
Comfort Inn	H. Randall Weston	752-9141
Creekside Home Health Care	Bonnie James	753-8833
First Security	Robert Saunders	752-0912
Harold Dance Brokerage	Harold Dance	752-8484
LarWest International Engineering	Gale Larson	753-0169
Moore Business Communication Services	Craig Peterson	752-2093
Murdock Travel Management	Frank Stewart	753-2544
Pepperidge Farm	David Van Laar	258-2491
RVA Realtors	Russell Anderson	753-4670
Scientific Advertising and Design, Inc.	Steve Murdock	752-4730
Sonic Cable Television of Utah	Randall Lee	752-9731
WESCOR	Reed Crockett	753-2725
ZCMI	Rodney Pack	750-7500